

ALL HANDS

MARCH 1983



in this issue

Recommissioning of
USS New Jersey (BB 62)



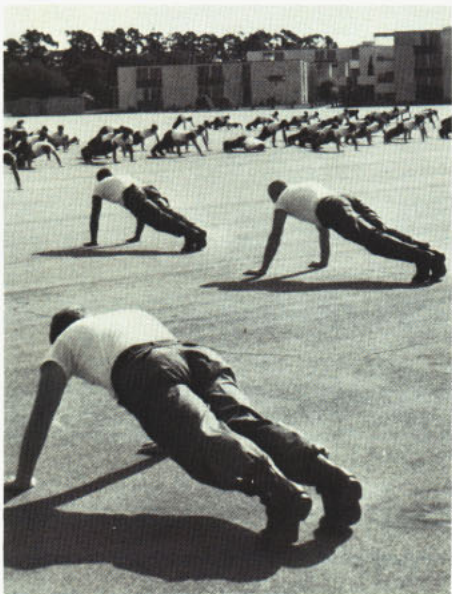
Midshipmen Mark Hagerott (left) and Mark Gorenflo, seniors at the U.S. Naval Academy, have been selected as Rhodes Scholars, marking the sixth time the academy has had more than one Rhodes Scholar selected in a year. Gorenflo holds a 3.94 academic average in his English major and is a Trident Scholar, one of a select group of seniors chosen to conduct independent research. As brigade commander, he held the highest ranking leadership position at the academy last semester. Hagerott, with a 3.88 academic average in his history major, is a midshipman brigade operations officer, responsible for scheduling functions for the brigade of 4,500 midshipmen. Gorenflo and Hagerott will join 30 other American college students selected to spend two years at Oxford University, the oldest academic institution in England. The Rhodes Scholarships were established in the will of Cecil John Rhodes, the 19th century British industrialist for whom Rhodesia, now Zimbabwe, was named.



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Front: President Ronald Reagan addresses the overflow crowd at the recommissioning of USS New Jersey on Dec. 28. Photo by PHC Terry Mitchell.

Back: Pomp and ceremony—and the interest of two small spectators—mark a battleship's return to the fleet. Photographs by PHC Terry Mitchell and PH1 Harold Gerwien.

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Navy's Greatest Strength



-the Enlisted Community

A few months after relieving Master Chief Thomas S. Crow as the Master Chief of the Navy, Master Chief Billy C. Sanders was interviewed by *All Hands* staffer JOC James R. Giusti. The Navy's senior enlisted person talked about his views on the state of the Navy's enlisted community, the challenges he faces as the Navy's fifth MCPON and the tack he will take as the bluejackets' spokesman.

All Hands: Now that you have settled into the job of MCPON, what is your view of your role in the Navy today?

MCPON: My role is to advise the CNO and other senior officers on enlisted matters. Also I serve as a focal point for our enlisted community and in that function answer correspondence covering a myriad of subjects.

I must stress that I truly believe that all problems can be solved by employing the chain of command. However, we must always have a safety valve, and I consider this office to be that safety valve. Not that I can personally solve all the problems, but, perhaps, I can give insight on where or to whom to take a particular problem.

All Hands: What is the most important goal you have set for yourself in taking this job?

MCPON: Well, I am a traditionalist. I would like to see us go back to the old traditional ways of doing things in the enlisted community. In my opinion, the chiefs must be the people who lead the enlisted men and women. They must have the expertise and the leadership abilities to develop our new petty officers and serve as role models.

My biggest goal, therefore, is to enhance our enlisted leadership.

All Hands: In supporting traditions, are we going to see the Navy taking a step backward?

MCPON: I do not believe that upholding a tradition is a step backwards. It's a step forward. Traditions are the solid building stone of the Navy's foundation. If we do not have a foundation, we will crumble and slide backwards. As long as we are building on the Navy's solid and proven traditions, we are going to go forward.

All Hands: What other issues are you going to be looking at?

MCPON: All the problems we have had in the past are still with us in a small manner. Although we have improved immensely, we still have a lot of room for improvement. We

probably have better habitability throughout the Navy today than we have ever had.

And the pay issue is still with us. We cannot stand to continue taking pay caps. Something must be done about that.

Habitability, pay, quality of life—all these are still at the forefront of our problems. I am confident that we have the leadership in the Navy today to solve those problems.

All Hands: What do you see as the single most important issue regarding the Navy's enlisted community today?

MCPON: I don't think we have a single most important issue. We used to. At one time, quality of life was something



MCPON Sanders



we could home in on. Then pay issue was number one. Today, it's sort of fragmented.

One issue we have and will always have is family separation. It's part of our life, ships must go to sea. The separation hardships aren't as bad as they used to be.

Several years ago, we finally realized that spouses were also part of the Navy family. The Navy spouse plays the most dominant role in the decision on whether a member stays in the Navy or gets out. We know their roles are important. The Navy has made many changes over the last few years to let spouses know how much they are needed and appreciated.

As we all know, spouses have a great responsibility. When their service members are on sea duty, they are mother, father, housekeeper, carpenter and so much more.

All Hands: On the subject of Navy families, what do you see as the key issue the Navy faces?

MCPON: Housing. We must have more housing for our Navy families especially in the high-cost living areas. We still have families today that cannot function properly because they are paying too much for their housing and utilities.

All Hands: Do you see the Navy uniforms being brought

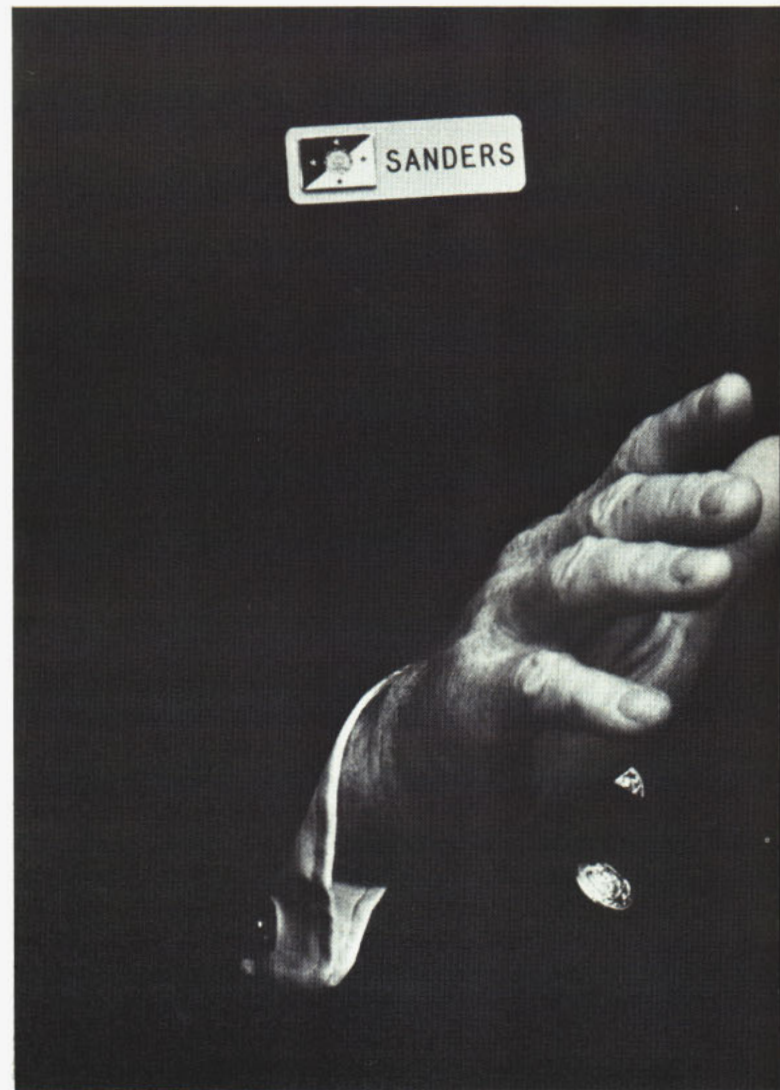
into some form of conformity during your tour as MCPON?

MCPON: The answer is yes. Admiral James Watkins has made the statement that a CNO should make only one change in a uniform policy. Well, I don't think he will use his ace card any time soon. We are going to stabilize the uniform situation.

There is one change that could come about. As you know we are now back in the traditional jumper uniforms. In my opinion, we will go to undress jumpers during my tour. For those of you not familiar with the undress jumper uniform, it is a work uniform that resembles the dress jumper but does not have the piping. Best of all it is washable. The Navy had made the decision to go back to a jumper sea bag, and the undress jumper is part of that.

Within the next three years, the uniform picture is going to become very stable. That's what we are looking for—the fleet is tired of the ups and downs we've had in the past.

All Hands: The push continues to build a 600-ship Navy. What effect will this have on the sailor and his family?



MCPON: I don't think it's going to be any different in the future than it is today. We are going for a 600-ship Navy, but we are also going for a Navy to man those ships. I don't believe this is going to put any additional burdens on people in the service today. We are going to have the additional manpower as well.

All Hands: *In view of the world situation today, do you envision changes in the deployment of ships and units?*

MCPON: Today's situation could change at any time, but we basically have got a good working plan and are sticking to it. Once in awhile, when a crisis comes up, we will have longer deployments. But on the day-to-day basis, we know if ship "A" goes out that ship "A" will come back in a certain time frame.

All Hands: *Command and individual pride and professionalism has been on the upswing. Is this continuing?*

MCPON: It certainly is. However, we still have a long way to go. I'm very happy with the results we have had over the last few years. We can still make better and bigger im-

provements in our pride and professionalism.

To do that we have to make everyone aware that we need them. Sailors perform best when they feel appreciated and also feel good about themselves. You're normally happy when you are knowledgeable, doing something you want to do, and know that you are contributing. As long as we can provide those three things, we are going to increase pride and professionalism.

Another factor is in our structure of peer pressure. Today, people are proud to be in the service. The Navy has been very good to most, and our people's attitude reflects that. Peer pressure is most positive.

All Hands: *Do you favor the return of the draft for the Navy? And what about the return of the GI Bill?*

MCPON: I do not favor a return of the draft. We currently have enough volunteers, and the quality of those volunteers is better than it's ever been in our history.

I think, however, the GI Bill should be brought back. It is a good enlistment and retention incentive. The present economy is helping to keep people in the service, and it is also helping our recruiting. We must devise some system to retain these people. One part of that system would be a proper GI Bill, something we look forward to.

All Hands: *On budget cuts and similar changes, what impact do you see monetary restraints having on transfers?*

MCPON: The money for transfers comes from the Military Personnel, Navy account. Congress did not approve the entire MPN money package requested by the Navy; therefore, Admiral Watkins had to make some adjustments to compensate for the lost money. As you know, individuals on Type 3 (overseas shore) duty have been encouraged to extend in place. Type 3 moves are extremely costly and this could be a large savings. If we do not get enough people to extend, we will have to make other adjustments. This is a temporary situation, not a long-term policy for the Navy.

All Hands: *What about promotions?*

MCPON: The same can be said about promotions; our paychecks come from the MPN account. As you know, there has been an adjustment to the last advancement cycle. Those eligible will be advanced on the limiting date (June 16, 1983) of that cycle vice being promoted during the January to June time frame. The situation is like this, we can advance people throughout a cycle as we have in the past which would mean that advancements would be cut back or we can maintain the number of promotions that we now enjoy but be advanced on the limiting date. I believe that the correct decision has been made.

All Hands: *What other areas are going to be affected?*

MCPON: SRB is affected. Anything dealing with money for personnel matters this fiscal year is going to be affected. We must be prepared for that.

I hope everyone will understand that the Navy is not mak-



MCPON Sanders

ing these decisions on an arbitrary basis. It is something forced upon us by changes in the Defense appropriation bill.

All Hands: Are the other services feeling the same impact?

MCPON: They certainly are. Naturally, the reduction of the Defense budget has affected everyone equally. I think the Navy is receiving its fair share.

I'd like to stress one other thing. I know we're going to have some say "Why are the cuts coming out of personnel money?" The enlisted man and woman must realize that ships and other hardware is long-range money. That money is being spent over a long period of time. Even if we take a cut on ships, that's not going to give us the money to run the Navy today. That is the reason some of the cuts will come out of the personnel end of the pipeline.

All Hands: What do you see ahead for the Command Master Chief Program?

MCPON: That program is going full speed ahead. Admiral Watkins has given his total support to the program and has taken steps to strengthen it. We have a little more than 750 billets for the program today. CNO has already directed that these billets be filled. Those commands that don't rate a permanent command master chief should fill the position as a collateral duty.

The command master chief is an important part of any command. He or she should be the person who has a finger on the pulse of the enlisted community. These people properly advise the CO on matters concerning the enlisted personnel.

All Hands: What, in your estimation, is the most important aspect of being a good petty officer in the Navy today?

MCPON: The great majority of our petty officers are experts in their particular fields. They also become experts in leadership roles. We cannot afford to separate the two. If we try to separate professional and military, we are going to fall on our faces. In today's Navy, there is a demand for highly qualified people throughout our rating structure. These individuals must also be highly qualified sailors. They must be military types that can lead people.

All Hands: Is the Navy winning its war against drug abuse?

MCPON: Yes it is. We had a survey a few years ago that showed 48 percent of our people were on some kind of drug, mostly marijuana. We had a survey done just this past September, and it showed a drop to about 25 percent, and it's still going down.

We are putting a heck of a lot more effort into our war on drugs, and we have finally got to the point where peer pressure can take over. Today, the Navy has given the individual who really doesn't want to use drugs a reason not to use them.

I see us increasing the pressure on anyone using drugs. My

advice to everyone is, if you want to experiment—don't! We are cracking down on drug users.

All Hands: What do you see today as the Navy's greatest strength?

MCPON: The enlisted community. If you would look at our potential adversaries, you'll find that on the hardware end we have a little more sophisticated equipment in some areas and they have more in other areas. And on the personnel end, their officer community and our officer community are about equal in expertise. Naturally, ours is better.

But in any comparison of the enlisted communities, that is where we have a very strong edge. Our enlisted community is better prepared to take on the challenges of today's situations. The U.S. Navy's enlisted community is smarter and more knowledgeable than our adversaries', and our morale is a heck of a lot better. Our retention rate is a lot better, and it's getting better all the time. Our adversaries' first-term retention rate, however, is around 1 or 2 percent—ours is up to 47 percent. The enlisted community is our strongest strength. I am extremely proud to be a part of this outstanding community.

—Photos by PH2 Robert K. Hamilton



Jammin' Around the Seventh Fleet



His name doesn't appear on marquee lights, but when Radioman Third Class Ray Gaskins Jr. plays saxophone in nightclubs anywhere in Asia or Australia or performs on catwalks of the amphibious assault ship USS *Peleliu* (LHA 5), he's a star.

"It's good clean fun," Gaskins said. "Playing at different clubs keeps me from spending a lot of money. Besides, I enjoy music and like to meet people." So he performs with local bands during port visits or when he's not working in the ship's communications department.

In one of Subic Bay's largest nightclubs, an audience of fellow bluejackets repeatedly chant "Baby Ray, Baby Ray," as musicians tune their instruments.

Then the band bursts into a number, and the spotlight shifts to saxophonist Gaskins.

To many of his buddies, Gaskins resembles popular jazz musician, Grover Washington Jr. With a style influenced by other legendary jazz greats such as Charlie Parker, John Coltrane and Dexter Gordon, Gaskins seems to have little problem captivating a diverse audience. He moves with the band through jazz and rock tunes.

A Baltimore native, Gaskins' interests in music began at age 7. Inspired by his musician father, he learned to play guitar and a number of other instruments, including clarinet, flute and keyboards. He also reads, writes and teaches music.

Before joining the Navy, Gaskins played in hometown nightclubs and later with a Canadian band. He looked to the Navy because he wasn't earning enough money to make a living. "I saw the Navy as employment and a chance to continue my music career," he said.

Gaskins auditioned and passed the test to become a Navy musician, but the rating was overmanned at the time. "They weren't accepting anybody," he said.

As an alternative, he became a radioman in order to learn a trade. Meanwhile he nurtures his musical talents in his off-time, hoping that he'll be able to switch ratings.

But he does not take being a radioman lightly. As a duty-section supervisor, he is responsible for external communications during eight-and-12-hour watches. "My father said that if you're

going to do anything, do it right," Gaskins said.

Whether in port or at sea, Gaskins manages to practice several hours each day. When he wants to try a new rendition, he retreats to *Peleliu's* bandroom. But his favorite spot is on the catwalk where a crowd always gathers around to request numbers.

Gaskins would like to record professionally. For now, however, he enjoys the Navy and traveling to such ports as Hawaii, Singapore, Thailand and the Republic of Panama.

In his travels, Gaskins has discovered that what is said about music being a universal language is really true. "Even if there is a language barrier, I can identify with people through my music—it's a common language."

—Story and photos by
PH1 Felimon Barbante





the five Sullivan brothers
"missing in action" off the Solomons

***THEY* DID THEIR PART**

Grains of Salt

Five Who Dared

Story by JO1 J.D. Leipold

It was just after midnight Nov. 13, 1942. Eeriness prevailed as heavy, black clouds hung ominously in the dark skies of the South Pacific. Sailors on the midwatch spoke softly as hatches were double-checked aboard the 13 cruisers and destroyers of the American force.

Slowly, methodically, the ships cruised north along the island's edge. Men at radar and lookout stations remained alert but detected nothing out of the ordinary. Bluejackets in their racks dreamt of home, of more peaceful times. The silence was broken only by the sound of the ocean against the hulls of the ships.

Still, a sense of impending conflict was in the air as the small task force of light cruisers and destroyers slipped through the warm seas to intercept a larger, heavier enemy force bound for Guadalcanal with reinforcements.

South they came—a cruiser, 11 destroyers and two battleships flying the Rising Sun of Imperial Japan. By 1:45 a.m., the Americans and the Japanese were on a collision course, each unaware they were to meet so soon.

Within minutes enemy met enemy in "The Slot" of the Solomon Island chain. Searchlights pierced the darkness; heavy guns roared as smaller caliber fire spewed forth. Chaos reigned as the American force hurled itself straight down between the Japanese columns, blazing away to port and starboard. Fighting was in such tight quarters that torpedoes had no time to arm. They ricocheted harmlessly off hulls. The naval battle of Guadalcanal was on.

Wyatt Butterfield, then a 19-year-old seaman first class, recalled: "Searchlights flashed everywhere, and we found ourselves mingling with the Japanese fleet. We were all at battle stations, and, in the confusion, we were firing at everything that moved. We couldn't tell friend from foe in the turmoil."

Within 30 minutes, the frantic battle was over, but not without heavy cost to both sides. Six American ships—two light cruisers and four destroyers—along with three Japanese ships now littered the floor of what later became known as Ironbottom Sound off Guadalcanal.

Butterfield's ship, the light cruiser USS *Juneau* (CL 52), took a torpedo in the forward engine room. The cruiser stopped dead in the water with a port list and a badly dam-

aged keel. Only after much work by the crew was *Juneau* able to come alive again and steam on one screw through a glassy-calm sea.

"We were ordered out of action," said Butterfield. "We limped away around 10:30 a.m., but *Juneau* broke down again—this time for good.

"My friend Johnny came up and offered me half a candy bar. He asked me what I thought could happen now. I answered, 'Hey, no sweat. Once we get fixed up a little bit here, we're going back to Pearl, get 30 days leave and have ourselves a good time.'"

Fate didn't agree with Butterfield—lurking nearby at periscope depth was the Japanese submarine *I-26*. The sub's skipper got the *Juneau* in the cross hairs of his periscope and fired a spread of torpedoes. Two passed by USS *San Francisco* (CA 38), but with no means of quick communication available, the cruiser couldn't broadcast the warning to *Juneau* which had no chance for escape. In a violent, blinding flash, *Juneau's* magazines erupted—CL 52 vanished below the surface in 42 seconds.

Only a huge brown hemisphere of smoke a thousand yards across, a few doughnut life preservers, and some rafts and planks remained. It appeared to *San Francisco* sailors that no one could possibly have survived the obliteration of *Juneau*. With an enemy sub in the area, they weren't about to stick around and become the next victim. (Little did *San Francisco* sailors realize at the time that the *I-26* captain thought he had bagged *San Francisco*—this according to the Sixth Fleet war diary.)

However, USS *Helena* (CL 50) which was steaming 1,000 yards ahead of *San Francisco* also witnessed the sinking and asked a nearby *Flying Fortress* to relay a rescue request to Admiral William F. Halsey's headquarters. That message never got through.

The cruiser had carried some 711 officers and men. The common belief held by naval historians is that 140 may have survived the sinking. Only 10 were rescued.

The annihilation of *Juneau* was one of the most tragic losses of World War II. The cruiser had sailed hard, from Atlantic to Pacific, and fought fiercely since its launching on Oct. 25, 1941. The month before its sinking, *Juneau* had participated in the Battle of Santa Cruz Island where its gunners had accounted for 18 enemy planes. The courageous vessel had earned four battle stars by the time it met its end.

But it wasn't the manner of the *Juneau's* death and the

The Sullivan brothers were immortalized in this famous World War II poster.



terrible loss of almost all its crew which shocked the nation so much as it was the fact that five brothers—the Sullivans—lost their lives in that sinking. Never before or since has one family paid such a high price in service to the U.S. Navy. The loss of *Juneau* was, in reality, the loss of the Sullivans—the two names are inseparable.

The Sullivan brothers—Joseph, Francis, Albert, George and Madison—were born and raised in the corn country of Waterloo, Iowa, the sons of Thomas F. and Alleta Sullivan. Their father was an industrious, hard-working conductor with the Illinois Central railroad; their mother, a devoted homemaker and member of several civic organizations.

They grew up as best friends, not just brothers, enjoying the things in life that had sparked Mark Twain's imagina-

tion—fishing, boating and exploring along the muddy banks of the scenic Cedar River on hot, lazy summer afternoons. Their youth was a classic tale of boyhood in the Midwest.

December 1941 found all the brothers working for a meat-packing firm. George and Francis were back from the sea and once again in the civilian life after four years as a gunner's mate second class and coxswain, respectively. They told sea stories to their younger brothers and even talked of joining the Navy as a family.

Then came the attack on Pearl Harbor. A few days later they learned that a good friend, Bill Ball, a former shipmate of George and Francis, had gone down with the USS *Arizona* (BB 39). To avenge Ball's death was motivation enough for all five Sullivans to sign up.

Their minds made up, they headed for the recruiting station. The boys resolved from the very start that no person or war would separate them. They stipulated they would enlist together provided they sail together.

Although the policy during peacetime was to allow brothers to serve together, during wartime the accepted policy was to separate family members. The brothers, however, persisted, and their request was finally granted.

On Jan. 3, 1941, the enlistment oath was administered. George, the eldest—and spokesman—summarized the brothers' philosophy to his mother: "If the worst comes to worst, why we'll all have gone down together."

After recruit training at Great Lakes, Ill., the quintet headed to San Diego for schools and eventually received orders to the newly commissioned USS *Juneau*. Never in the history of the American Navy had five brothers served aboard the same warship at the same time. (Ironically, also aboard *Juneau* were the four Rogers brothers; two were transferred before the Guadalcanal action. The other two went down with *Juneau*.)

Staying Together

Navy policy is that family members may be assigned to the same commands except for married couples who are barred from serving aboard the same ship.

All others who desire shipboard family duty must sign a statement that they "understand the potentially hazardous implication of family duty but desire this assignment."

For the purpose of such assignment, family members include: spouse, father, mother, sons and daughters, and all sisters and brothers in the following categories: a brother or sister of whole or half blood, and a brother or sister by adoption. (NAVPERS 15909C, Ch. No. 5, 16.03)

In the spring of 1942, *Juneau* sailed from New York for blockade patrol off Martinique and Guadeloupe islands. After further patrol duties in the North Atlantic and Caribbean, the cruiser was transferred to the Pacific Fleet in the summer of 1942. It arrived in the South Pacific that September.

Two months later, the Navy's message came to the door of the Sullivan's home. Tom and Alleta had heard rumors that their boys had perished with *Juneau*, but they held onto hope. The message, however, was official—George Thomas, Francis Henry, Joseph Eugene, Madison Abel and Albert Leo were all missing in action.

The town's newspaper, the *Waterloo Courier*, said: "It is exactly five times as hard to lose five sons as it is to lose one. In the entire history of the Navy, no other mother has received a blow as severe as that which has come to this mother."

Still, the senior Sullivans' spirit and courage didn't falter. "Missing" didn't carry the permanency of killed in action. Alleta hid the pain in silence, preferring to spend time with families who also had sons missing in action rather than focus on her own misery. "Helping others who are in sorrow kills your own sorrow," she said.

The media also allowed little time for the family to dwell on the terrible news. The spotlight shifted from the Pacific where the war was going badly for the United States and zeroed in on the Sullivans.

As Tom Sullivan helped move war materiel by rail between cities, banner headlines and photographs of the brothers and their parents flashed throughout the country. Alleta Sullivan kept the tears back and gave interviews which were shown in theaters and heard on radios. "...If they are gone, it will be some comfort to know they went together—as they wanted—and gave their lives for their country and victory."

Alleta told a reporter: "Let us resolve that the sacrifices of this family shall spur us on to greater efforts until the great day dawns when the war will be brought to a victorious close."

Condolences from friends and strangers poured in. President Franklin D. Roosevelt wrote and later met with the family; congressional resolutions came about; special war bond drives in the Sullivans' honor were started and rallies were held; a movie and two books were turned out; and finally—the ultimate gesture—there was the christening and launching by Alleta Sullivan of a new destroyer, USS *The Sullivans* (DD 537), as a fighting memorial to her sons' selfless sacrifice.

The *Fletcher*-class destroyer steamed into the Pacific war with the fury of a typhoon. Providing protection for battle groups, fending off Japanese fighters, rescuing sailors from



sinking U.S. ships and bombarding Japanese shore installations, *The Sullivans* policed as much of the Pacific as possible. Wherever American warships were, there alongside them was *The Sullivans*.

After the war, *The Sullivans* was decommissioned and put in the Pacific Reserve Fleet in San Diego. In 1951, it was brought back into service and headed for Korea where it shelled shore targets and knocked out shore batteries.

In 1962 as the United States and Soviet Union stood "eyeball to eyeball" over Soviet missiles in Cuba, *The Sullivans* joined in the American "quarantine" of Cuba.

Today, USS *The Sullivans* memorializes its Iowa namesakes at the Naval Park in Buffalo, N.Y. The ship's famous shamrock flag still waves from the mainmast and a quarter-deck plaque of brass proclaims George Sullivan's immortal words to his mother: "We stick together."



Upper left: The ill-fated USS *Juneau* (CL 52), the ship on which the five Sullivans served. Right: USS *The Sullivans* (DD 537), the fighting memorial which now rests at the Naval Park in Buffalo, N.Y.

On Watch Against Smuggling

By Joanne E. Dumene
and JO2 Paul J. Brawley

For years, units of the U.S. Navy had to stand by virtually helpless while drug smugglers plied the waters off Florida and sent illegal drugs into the United States. Because of the regulations against using the military to enforce civilian laws, there was no legal way the Navy could actively assist the U.S. Coast Guard and civilian law enforcement agencies in their efforts to halt the smuggling.

With drug smuggling on the increase in the south Florida area, it was obvious, however, that the Navy could be of real value in the government's efforts to halt the flow of illicit drugs. This was proved with "Operation Thunderbolt," the first major U.S. Navy assisted federal drug interdiction effort designed to stop the flow of illegal drugs through Florida waters into the United States. An unqualified success, Operation Thunderbolt marked the first time the U.S. Navy actively participated in the enforcement of civil law.

Operation Thunderbolt lasted 77 days—from Oct. 1 to Dec. 16, 1981. During that time, E-2C *Hawkeyes*, flying out of Florida, covered the airspace between the Bahamas and Florida with their airborne early warning radar systems. The success of the operation—97 drug-related arrests and 45 seized aircraft plus large amounts of confiscated



USS Fidelity (MSO 443) does its part in helping to halt drug smuggling by towing a drug smuggling vessel to Key West. Photo by Lt. Isnor, USCG.

drugs—was due in no small part to the Navy. The E-2Cs were a key element in almost half of the interdictions.

Although Congress had earlier taken steps to allow the Navy's limited participation in federal drug interdiction efforts, it wasn't until Dec. 1, 1981, that President Ronald Reagan signed into law the Department of Defense Authorization Act of 1982 covering the supplying of military information, equipment and facilities, as well as training and advice, to civilian law enforcement officials for law enforcement purposes. Thus, military support capabilities in connection with tracking and communicating the movement of air and sea traffic, of particular significance in narcotics enforcement, was greatly increased. And the Navy didn't have long to wait for an expanded role in the fight against drug smuggling.

In February 1982, Vice President George Bush established the "South Florida Task Force," made up of Drug Enforcement Administration and U.S.

Customs agents, Navy and Coast Guard units as well as personnel from the Bureau of Alcohol, Tobacco and Firearms; assistant U.S. attorneys; U.S. marshals, visiting federal judges and others. A commitment had been made, and the U.S. Navy was part of it, cast in a major supporting role to customs and Coast Guard efforts.

Here's an example of how Navy involvement paid off.

On March 15, 1982, *Hawkeyes* began another major effort; by mid-June there had been 770 detections, 233 intercepts, four arrests, 770 pounds of marijuana confiscated, and the identification of a "mother ship," which contained 12 tons of marijuana.

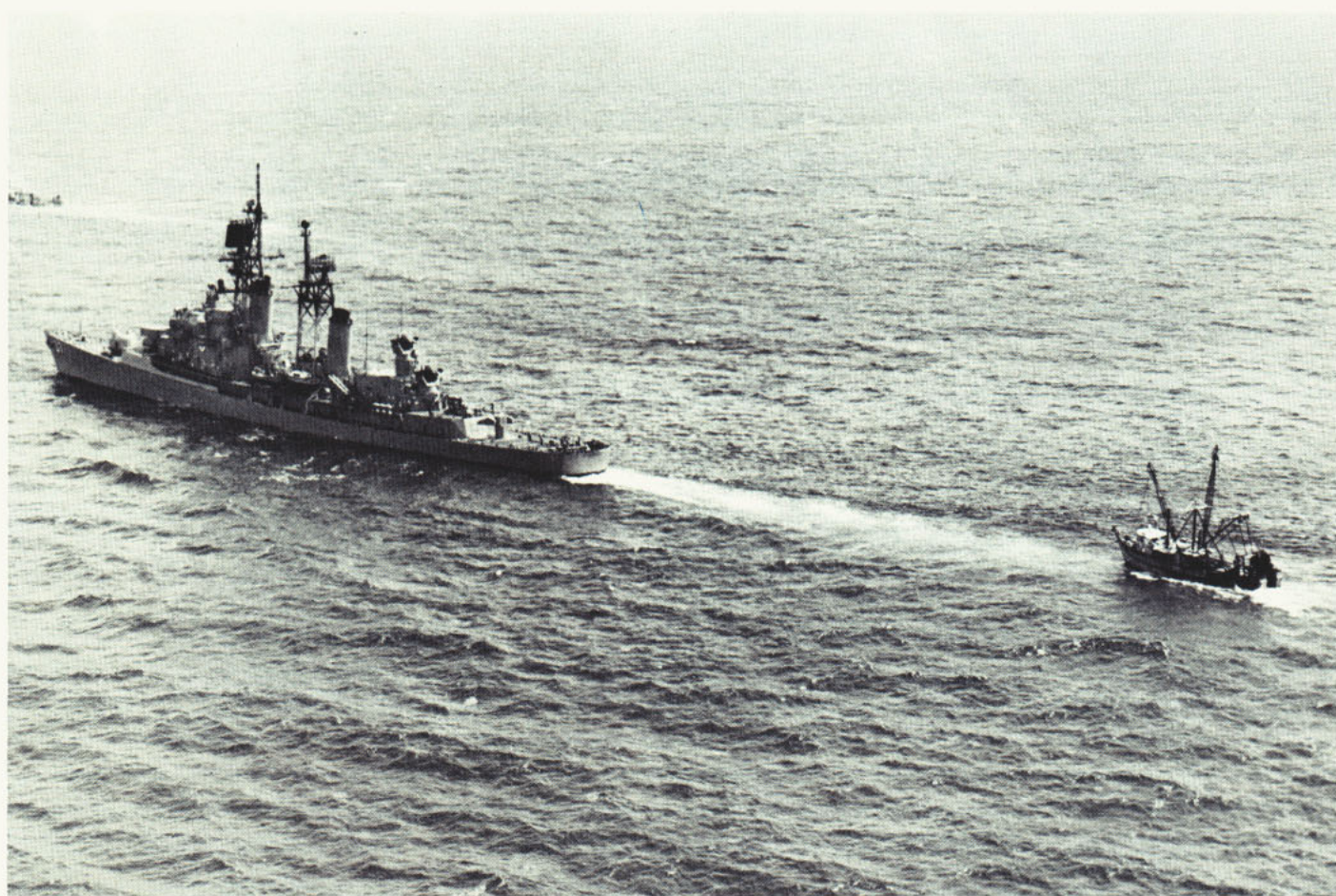
Then on May 25, the Secretary of the Navy, with the approval of the Secretary of Defense, granted a waiver allowing Navy units to assist the Coast Guard by towing and escorting seized vessels and transporting prisoners.

Since that time, Navy surface ships have responded to calls from the Coast

Guard to escort or tow ships illegally carrying marijuana or to provide assistance during Coast Guard interdiction operations. However, even though surface ships are involved in the towing and escort action, they are not dedicated to the Coast Guard. "These units will be undergoing normal operations in areas of high interest," said Captain Carl E. Giese, CinCLantFlt operations and scheduling officer at the time the drug interdiction operation order was developed.

But the die was cast. The Navy became even more involved in direct interdiction—on Aug. 9, 1982, a final waiver was signed allowing Navy ships with a Coast Guard detachment on board to directly interdict. CinCLant-Flt Operations Order 2120, effective Aug. 16, 1982, is specific on how each

USS Farragut (DDG 37) tows a suspect vessel to the Coast Guard station in San Juan, Puerto Rico. Running ahead of Farragut is another suspect vessel being piloted by a Navy crew. Photo by PHAN D. Dhayer.



naval unit will conduct itself during interdiction. It spells out how to display and light the Coast Guard ensign, what communication methods are to be used, and how orders are to be given to the suspect vessel.

What if a suspect vessel disregards orders to stop? Upon the request of the U.S. Navy ship's commanding officer, the Coast Guard commander in tactical control may authorize the firing of warning shots. If the ship still does not stop, it will be warned by all available means that unless it stops it will be fired upon. With the specific approval of the Coast Guard officer in tactical control, disabling fire may be utilized as a last resort.

Inert or non-explosive projectile rounds will be used to disable the vessel. Every effort will be made to protect people and property. These rules for use of force are identical to those used by the Coast Guard.

Armed Coast Guard boarding parties operate in accordance with Coast Guard directives and policy. Navy personnel may be armed, as directed by a commanding officer, for the protection and safety of his ship and personnel.

After the Coast Guard has actually seized the vessel and removed the prisoners, Navy personnel may then board the vessel to rig for a tow, or in cases

where the vessel will be brought in under its own power, to assist in navigating the vessel to port. Even then a Coast Guardsman will remain with the vessel to ensure the chain of custody of any evidence is unbroken.

Though the Navy provides basic necessities for the prisoners and may provide Navy people to assist in prisoner escort, prisoners are always in the custody of the embarked U.S. Coast Guard detachment.

The long hours and hard work that go along with this type of joint operation have paid off. "I am happy to report that the success of the task force continues," said retired Admiral Daniel J. Murphy, chief of staff for Vice President Bush. Admiral Murphy, also the chairman of the Working Group of the South Florida Task Force, said, "The deterrent effect remains quite evident and the flow of marijuana remains at a trickle."

The Navy intends to continue its co-operation and help the Coast Guard maintain its leading edge against drug smuggling. One way is by continuing the aerial surveillance efforts. Crews of P-3 *Orions* flying out of NAS Jacksonville, Fla., NAS Brunswick, Maine, and Naval Station, Roosevelt Roads, P.R., are on watch during all operational training flights for vessels that might fit a drug smuggling profile. Recently, as a result of P-3 sightings subsequently reported to the Coast Guard, two major seizures, one off Jacksonville and one off Cape Hatteras, N.C., were accomplished. Navy reserve crews flying P-3s in the Caribbean, from where the smuggler ships pass into the south Florida waters, also are actively involved in the sighting program.

In the face of this extensive law enforcement umbrella in the south Florida waters, drug smugglers have been forced to operate in other areas. The Coast Guard reported that up to Aug. 17 of last year, 727,000 pounds of marijuana had been seized on ships and at airports in the New York area alone compared with 151,000 pounds seized in that area in all of 1981. Customs service officials report that 710 pounds of cocaine had been seized in

Conan

Conan is no barbarian—at least not compared with the rest of the military police dogs. But then, Conan didn't join the Navy to become a warrior. This German short-haired pointer/Red-bone coonhound offers the Navy special talents that require more brain than brawn.

The Navy was looking for dogs with Conan's type of talent, and the Air Force discovered him in San Francisco. He was brought to Lackland AFB, Texas, for special training.

Conan entered boot camp. Within a week, his company commander had turned him from a "green dog" into a sailor that learned to obey the orders to heel, sit and stay. Conan breezed through "A" school for drug training and odor identification. By the time he finished, he had a nose not only for glues but also for marijuana and other illegal substances.

the same area from May to July 1982 compared with 15 pounds for the same period in 1981.

According to Admiral Murphy, smugglers have been storing drugs in the Bahamas and Colombia "waiting for us to drop our guard before they move again. The best I can get from our intelligence people is that the smugglers working out of Colombia have not given up their desire to use southern Florida as their base of operations."

However, the Navy and Coast Guard are determined to cut off the supply closer to the source. Recently, a drug-smuggling ship was seized 68 miles off the coast of Colombia. It was the first direct seizure by a Coast Guard detachment embarked on a Navy warship.

Using the name "Recife" and claiming Honduran registry, the vessel had first been located by aircraft from the

Sky Hook Radar

The Air Force and Army also have been helping the South Florida Task Force halt the flow of illegal drugs into the United States. AWACS (airborne warning and control system) flights have been limited, but the "Sky Hook Radar" at Cudjoe Key (20 miles north of Key West) and one to be installed at Patrick Air Force Base in Cocoa Beach, when operating together, will provide a radar blanket of south Florida. The Army has provided the use of four *Cobra* helicopters which can land before violators can escape.

Out to Lick Drug Problem



Conan stands his ground when it comes to the Navy's "no drug" policy.

With sea bag in tow, Conan and his handler set off for Okinawa with orders to become the master-at-arms drug dog and dog handler. Since their arrival in September, Conan has become accustomed to the routine but is disgusted with liberty which they insist he spend with the other dogs at the Military Working Dog Training Center. He does like the chow, though, and each morning he starts the day by gulping down a bowlful of MSD—maximum stress diet.

Then comes intensive training. "Search and Find" is a job that comes easy for a dog with his natural scent ability," Conan's handler said, "but it's necessary to constantly build up and practice his vocabulary of smells."

For such practice, the handler hides a bottle of cough syrup containing codeine illegally sold in Japan to American citizens. Using his keen faculties, Conan homes in on the wicked liquid.

Conan is an asset to the master-at-arms force during monthly health and comfort inspection at Navy barracks. Now and then when his nose perks up to a familiar odor, he'll mosey in for a closer sniff. Conan has been instrumental in discovering illegal substances including marijuana.

As part of the MAA force, Conan also accompanies his handler during patrol. Although his bark may be worse than his bite, he is leery of strangers. He finds joggers and bicyclists particularly annoying.

*—Story and photo by
JO3 Beverley Sorensen
NAF, Kadena, Okinawa.*

carrier USS *Nimitz* (CVN 68). Based on surveillance efforts and photographs taken by Carrier Air Wing Eight, a U.S. Coast Guard Tactical Law Enforcement Team was assigned to USS *Mississippi* (CGN 40) to investigate further.

After determining that *Recife* was falsely claiming Honduran registry, the Coast Guard detachment was ordered by Commander Coast Guard District Seven to board the ship. Some 30 tons of marijuana were found and *Recife* was seized. Eleven people were taken prisoner and transferred to *Mississippi* where they received food and blankets and were given physical examinations. The Coast Guard detachment sailed the seized vessel to San Juan, Puerto Rico.

Law enforcement officials are encouraged by the inroads made thus far. And so is President Reagan who said recently that combined efforts in com-

bating drug trafficking in the south Florida area have produced a "dramatic success." He cited a 40 percent increase in drug-related arrests, an 80 percent increase in marijuana seizures and a more than 100 percent increase in seizures of cocaine. "The important thing is, we're hurting the traffickers," the president said.

Calling the drug war "a campaign we can not afford to lose," President Reagan reminded Americans that while general health has been improving, "the death rate for young Americans between the ages of 15 and 24 is now higher than 20 years ago," and called drug and alcohol abuse major contributors to this "frightening trend."

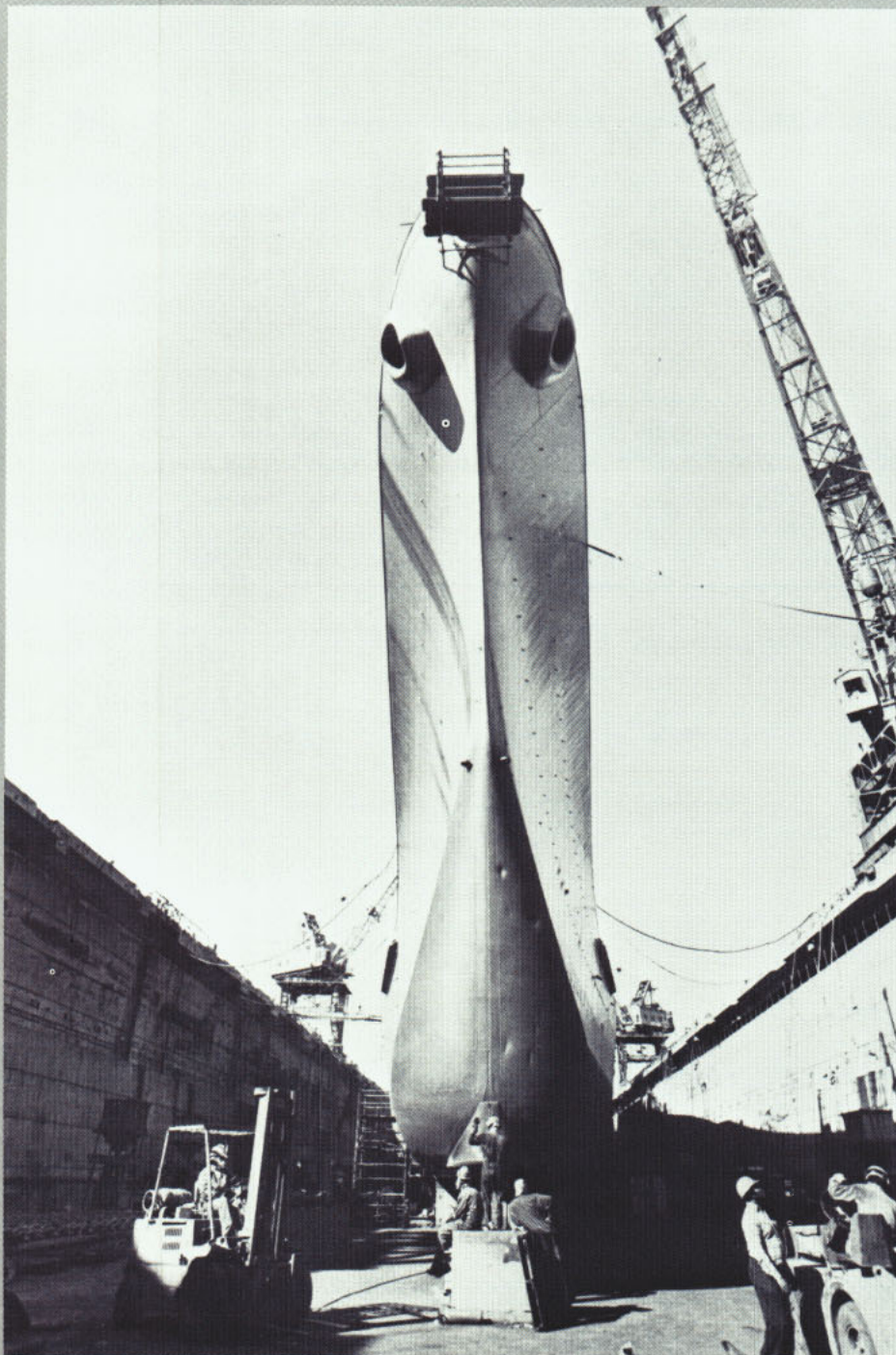
"The mood toward drugs is changing in this country and the momentum is with us," the president said. "We've taken down the surrender flag and run up the battle flag. And we're going to win the war on drugs."

No Need to Know

Drug trafficking is liable to be encountered anywhere Navy ships sail. The Coast Guard has produced a videotape for official use which includes profiles of smuggling vessels. It is being used to help train Navy people how to identify suspect vessels.

With the Navy involvement, Navy crew members can expect more outside pressure to disclose operational details. Smugglers want to know when planes are flying and where ships are sailing. The Coast Guard claims the threat is real, citing evidence of attempted bribery or solicitation of Coast Guard personnel.

New Chapter



Big and bold—they're back. Once thought near extinction, the battleships are staging a comeback. USS *New Jersey* (BB 62), recommissioned on Dec. 28, 1982, after a \$326-million renovation and modernization, is first. In fighting shape once again, *New Jersey* is much more than a symbol of the Navy's might, it's an active reminder that the days of the battleships are not over, that these ships have a legitimate place in today's modern Navy.

Following close behind is *Iowa* (BB 61), undergoing its own modernization program in Pascagoula, Miss. Not yet approved by Congress for recommissioning but waiting in the wings nevertheless are *Missouri* (BB 63) and *Wisconsin* (BB 64), the other two World War II battleships.

First commissioned in 1943 at the Philadelphia Naval Shipyard, *New Jersey* is the second of the *Iowa*-class battleships. At nearly 900 feet long—almost the length of three football fields—it is the largest U.S. battleship ever built. It served in World War II and in the Korean and Vietnam wars, each time employing its 16-inch guns in shore bombardment and naval gunfire support, while maintaining protection from direct hits with its 17-inch steel protective armor belt. Following its Vietnam service, *New Jersey* was decommissioned for the third time and had been in mothballs since 1969 at the Naval Inactive Ship Maintenance Facility in Bremerton, Wash. (See *All Hands*, October 1981).

New Jersey's reactivation began in July 1981 when the 45,000-ton combat-

An unusual view of New Jersey as it appeared in dry dock.

for Battleships

ant was towed from Bremerton to Long Beach, Calif. There it was put through a major modification program which included improved habitability and installation of new electronic and propulsion systems, communication equipment, sewage and water treatment facilities. The rebuilding operation brought *New Jersey* up to modern standards, particularly its offensive and defensive capabilities—all at a bargain price when compared with the cost of building a new ship.

With the tampions removed from its 5- and 16-inch guns and with the addition of new weapons systems such as *Tomahawk* and *Harpoon* cruise missiles and four *Phalanx* close-in weapon systems, BB 62's firepower is awesome.

But all of this has been in the nature of hardware modification. A listing of the changes made to modernize the ship tells only part of the story. Without the new hardware and equipment, the reactivation could not have taken place. But neither could it have been accomplished without the dedication of people who seemingly came out of the past to volunteer for the giant project. Their story is the other, and perhaps equally important, part of the *New Jersey* reactivation.

New Jersey was never really forgotten. It was on the minds of many individuals—people like Machinist's Mate First Class Bill Nesbitt, Chief Gunner's Mate Don Davis, Master Chief Fire Control Technician Al Gambetta, Master Chief Hull Maintenance Technician John Giles, Senior Chief Gunner's Mate Jim Smith and Hull Maintenance Technician First Class Wayne Copass. They and others like them had

long ago said goodbye to active duty or had made up their minds to retire. But the lure of the battleship and the chance to serve in this exciting undertaking stirred them to a renewed Navy commitment.

Machinist's Mate First Class Bill Nesbitt was the first machinist's mate to report aboard. As the leading petty officer in the main propulsion division, he is in charge of 35 men in the operation and maintenance of one of the ship's four engine rooms.

Nesbitt enlisted in the Navy in 1968 but left four years later. After a stint as a printer for a Spokane, Wash., newspaper, he re-enlisted in 1975. Later, he read about *New Jersey's* scheduled reactivation and volunteered for duty. He reported aboard in September 1981.

"Actually, I've been personally campaigning for *New Jersey's* reactivation for about five years," he said. Nesbitt

is a member of the American Battleship Association and represents *New Jersey* at meetings. He also belongs to the Battleship New Jersey Historical Society.

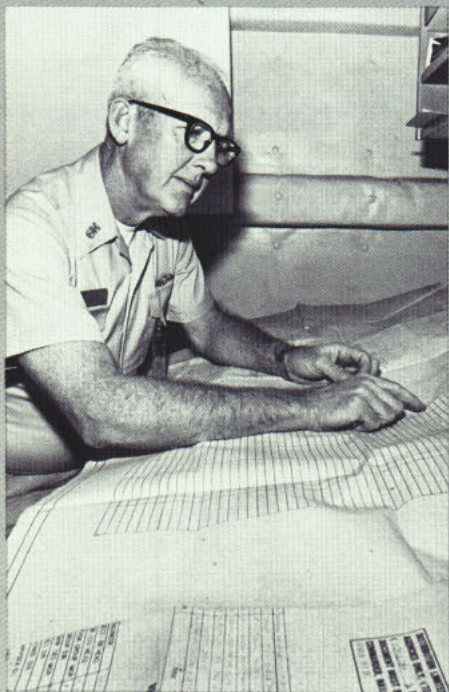
Nesbitt, like many of the *New Jersey* crew members, lives in San Diego. All during the pre-commissioning duty, he got home from Long Beach only on weekends. "But my wife understands," he said. "The *New Jersey* is the only ship I've ever really wanted to be aboard so my wife accepts the separation. It's the price we had to pay."

Nesbitt said he plans on making the Navy his career and hopes to continue serving aboard battleships. And he's quick to recommend the Navy to others. "I've met some great people and have had a chance to travel. At the end

MM1 Bill Nesbitt, first machinist's mate to report aboard.



USS New Jersey



Thirty-seven year Navy man ETCM Merle Long is glad he stayed. "Every time I thought about leaving, there was always something interesting happening," he said.

of the day I feel like I've done an honest day's work."

He added, "If you ask me what is the most important thing I've gotten out of the Navy, I'll tell you that it's duty aboard the *New Jersey*."

Chief Gunner's Mate Don Davis transferred to the Fleet Reserve six years ago. But he recently returned to active duty to serve aboard *New Jersey*—for the third time.

"Nothing has changed," Davis said. "The first thing I did when I went aboard this time was go back to the chiefs' quarters. My name was still on my old locker."

Davis, just before the battleship's recommissioning, was the only 16-inch

gun turret captain on active duty. He first served aboard *New Jersey* as a seaman in 1956. He was on board a second time in 1968 as a chief, and he helped decommission the ship in 1969.

After 24 years in the Navy, Davis was released from active duty, transferring to the Fleet Reserve in 1975. Then he heard they were bringing *New Jersey* back. "I had a few phone calls

Newman's Navy

Machinery Repairman First Class Don Newman served four years as a ranger in the 101st Airborne Division before he enlisted in the Navy in 1966. At that point, he joined his seven brothers in "Newman's Navy," a title bestowed on his family by the citizens of Twin Falls, Idaho.

"There was a billboard on every road coming into town that read, 'Welcome to Twin Falls, the home of Newman's Navy,' he said. "It was a real honor for my folks."

According to Newman, it's in the *Congressional Record* that the Newmans hold the record for longevity in any service by a one generation family—130 years. In 1971, his late mother, Mildred, was named "Military Mother of the Year."

Today, after duty aboard eight other ships, he is in charge of one of *New Jersey*'s machine shops where, according to Newman, "we have the equipment to manufacture practically anything we would ever need on board."

Newman is proud of *New Jersey*'s history and proud of being called to

serve on the recommissioned battleship.

"It's the military that keeps this country free," he said. "I'm proud that I've a part in it and can call myself an American."

—JOI Cheryl Campbell

MRI Don Newman at a 36-inch turret lathe, used to bore large valves to a very high degree of accuracy.



from Washington, asking me if I was interested in coming back on active duty. I volunteered because I love the Navy, I love this ship, and I was needed. Those feelings are difficult to deny."

And so, Davis returned in September 1981 and reported aboard immediately.

"On the bulkhead in the second gun

turret, there's a brass plate with the names of the last turret crew to serve aboard," Davis said. "My name's on top as the turret captain. Things like that make me feel real sentimental about this ship."

Admitting he's older than the average crew member, Davis said, "The Navy needs a few older guys because there's nothing like experience. You can't get 25 years of experience out of a book. I plan on doing my four years on this hitch, then I'll ship over for six more. After that," he added, "maybe I'll make it a career."

Master Chief Fire Control Technician Al Gambetta was on the pre-commissioning crew of *New Jersey* in 1967 when the ship was being readied for Vietnam service. He recently postponed leaving active duty so he could serve aboard again.

"The first time I walked aboard her in 1967, I knew I was in love—in love with *New Jersey*," he said. "This ship grows on you. There's something that

sticks with you no matter where you go when you leave it."

As the command master chief, Gambetta is the main link between the crew and the executive and commanding officers. That position is reserved for the most experienced and usually—although not necessarily—the most senior man aboard. Gambetta was asked to apply for the billet while he was serving at the Fleet Training Center San Diego. He was chosen from among 10 master chiefs under consideration and reported aboard *New Jersey*, his eighth ship, in October.

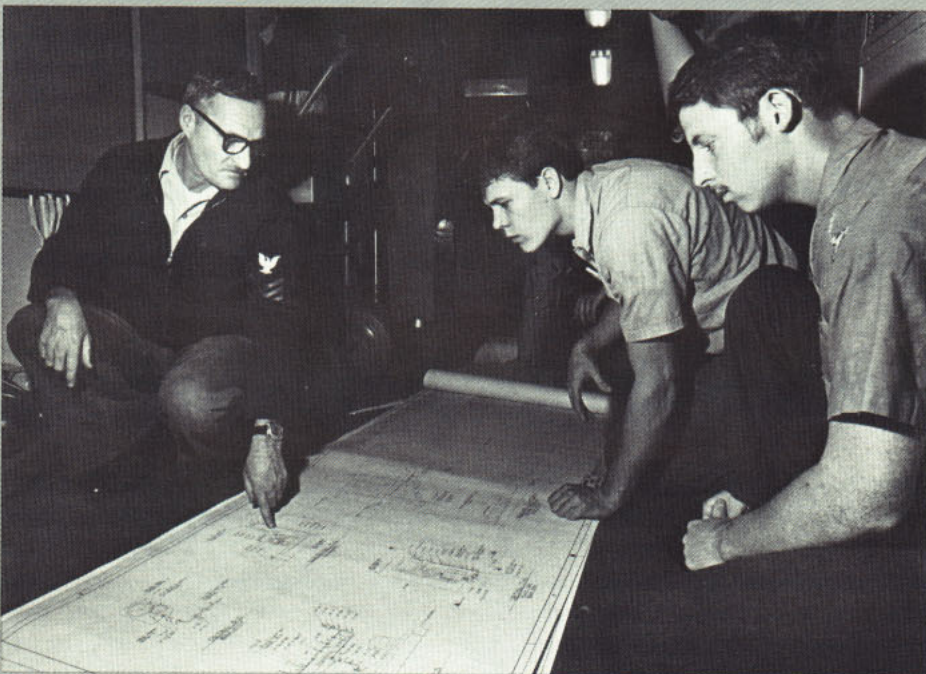
"I act as the crew's representative," Gambetta said. "It's my job to interpret the CO's policies and let him know if there are any problems."

With 24 years' service, Gambetta says he's going to concentrate on his job. "There's a tremendous amount of pride in this ship," he said. "I feel we're going to set the standards for every other ship in the Pacific Fleet, and I'm ready to put *New Jersey's* crew up against any other in the fleet."

Master Chief Hull Maintenance Technician John Giles had intended to retire in 1980. He had already seen service on five ships. But he changed his mind.

"When I heard they were bringing *New Jersey* back, I decided to stick

Left: Twin brothers Tom and John Reutter (l-r) both enginemen third class, volunteered for duty in New Jersey while serving in the destroyer USS Conolly (DD 979). John says their parents are proud of their Navy connection—their father was in the Navy during World War II—"and if it had been possible, he would have joined us." Below: HTI Wayne Copass (left) gives the younger sailors the benefit of his experience.



USS New Jersey

around because I wanted to experience duty aboard a battleship," he said. "So far, it has exceeded my expectations."

Giles said he has a feeling of history about *New Jersey*—a closeness with its past.

"As I walk through the old admiral's quarters, I think about where the ship has been and what it has done," he said. "Its history is overwhelming, and I'm proud to help in beginning a new chapter in *New Jersey*'s history."

Senior Chief Gunner's Mate Jim Smith had just transferred to the Fleet Reserve in August 1980 after 21 years of Navy service. Shortly thereafter, he received a telephone call from Washington.

"They told me they were looking for experienced people to serve aboard. I thought about it, and here I am," he said. "And I don't think I sacrificed anything when I came back in. All I was doing was fishing."

GMCS Larry Pousson (center at right) and GMCS Don Davis (below) are "old hands," having served aboard New Jersey during the battleship's last active service.

That was in December 1981 when Smith reported aboard. Now he says he's playing his career by ear. "As long as they need me, I'll stay. That's what I like about the Navy, though—the challenge. Every day it offers a different challenge."

"Right now, *New Jersey* is my challenge," he added. "To me, the ship is the fleet, and all I want to do is get it under way."

Hull Maintenance Technician First Class Wayne Copass, a Navy veteran

who returned to active duty to serve aboard, has a special bond with this battleship—his late father served aboard in 1946.

"Sometimes when I look at the ship, I think about my father, a chief machinist's mate," Copass said. "He transferred to the ship after World War II and went on a round-the-world cruise in 1946. Now, I try to imagine where my dad worked and slept on the ship."

Copass joined the Navy in 1949, left to get married in 1953 and then enlisted in the Naval Reserve in 1966. He used his Navy skills as a pipefitter to become head civilian custodian aboard the battleship *Massachusetts* (BB 59), now a memorial in Fall River, Mass.

"Working on *Massachusetts* was a challenge," Copass said. "I've always liked ships, and I thought working on it was fascinating. But I've always wanted to serve aboard a battleship in commission."

Year before last, Chief of Naval Operations Admiral Thomas B. Hayward personally requested Copass to return to active duty because of his extensive knowledge in the maintenance of battleships. He reported aboard in February 1982.

"I don't think I gave up anything by coming back in," Copass said. "My family thinks it's the best thing I've ever done."

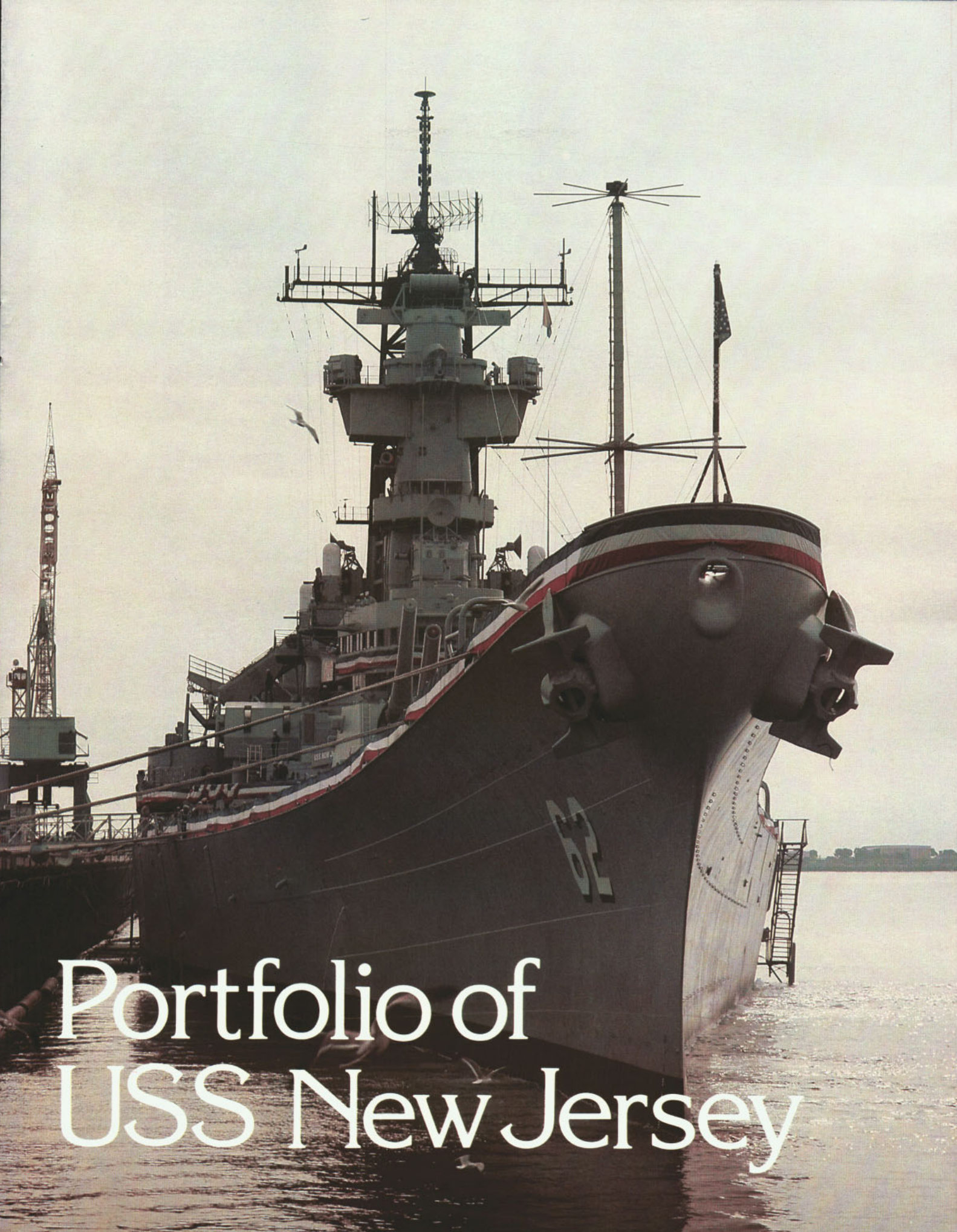
That's the way a lot of the people in *New Jersey* look at what they're doing—as the best thing they've ever done. They're the ones who have breathed some of their own lives into the ship, who with dedication and commitment have lined up to identify themselves with the ship.

Compiled from contributions by JO1 Cheryl May Campbell, JO2 Leah M. Nelson, JO2 Walter A. Rekoski and JO2 Howard Samuelson, Navy PA Center, San Diego.

—Color photos by PHC Terry Mitchell and PH1 Harold Gerwien

—Black and white photos by PH1 James H. Wallace and PH2 Tami Stout

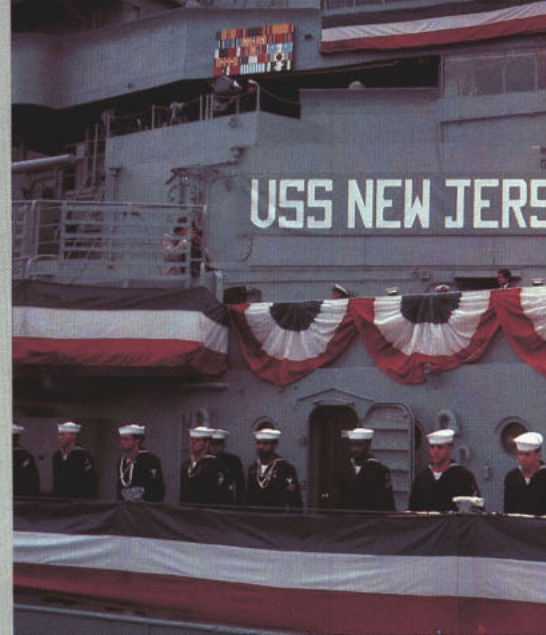




Portfolio of USS New Jersey

USS New Jersey

*“As the recommissioning of this ship demonstrates, we are rearming with prudence, using existing assets to the fullest.” **





USS New Jersey

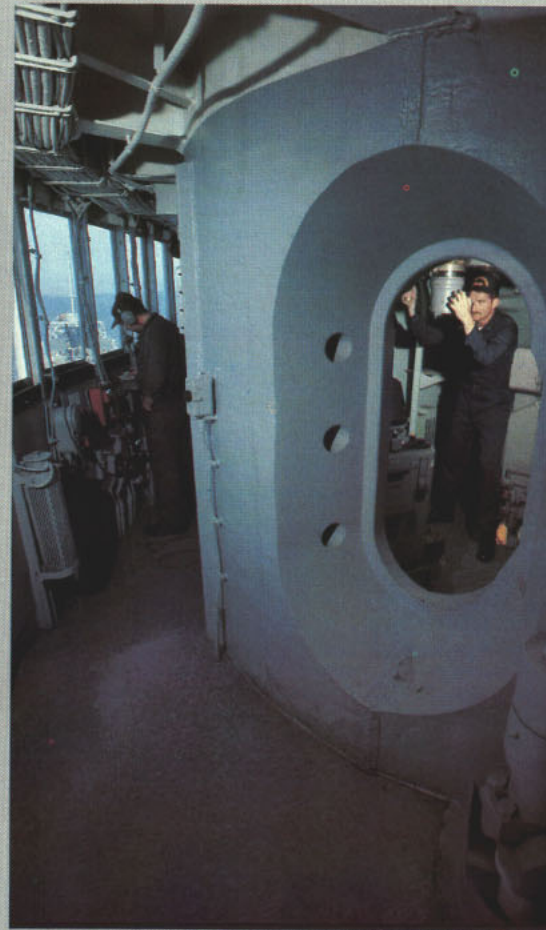


*"...those who worked on the New Jersey...are a great team and you did an outstanding job in putting her back into fighting trim." **



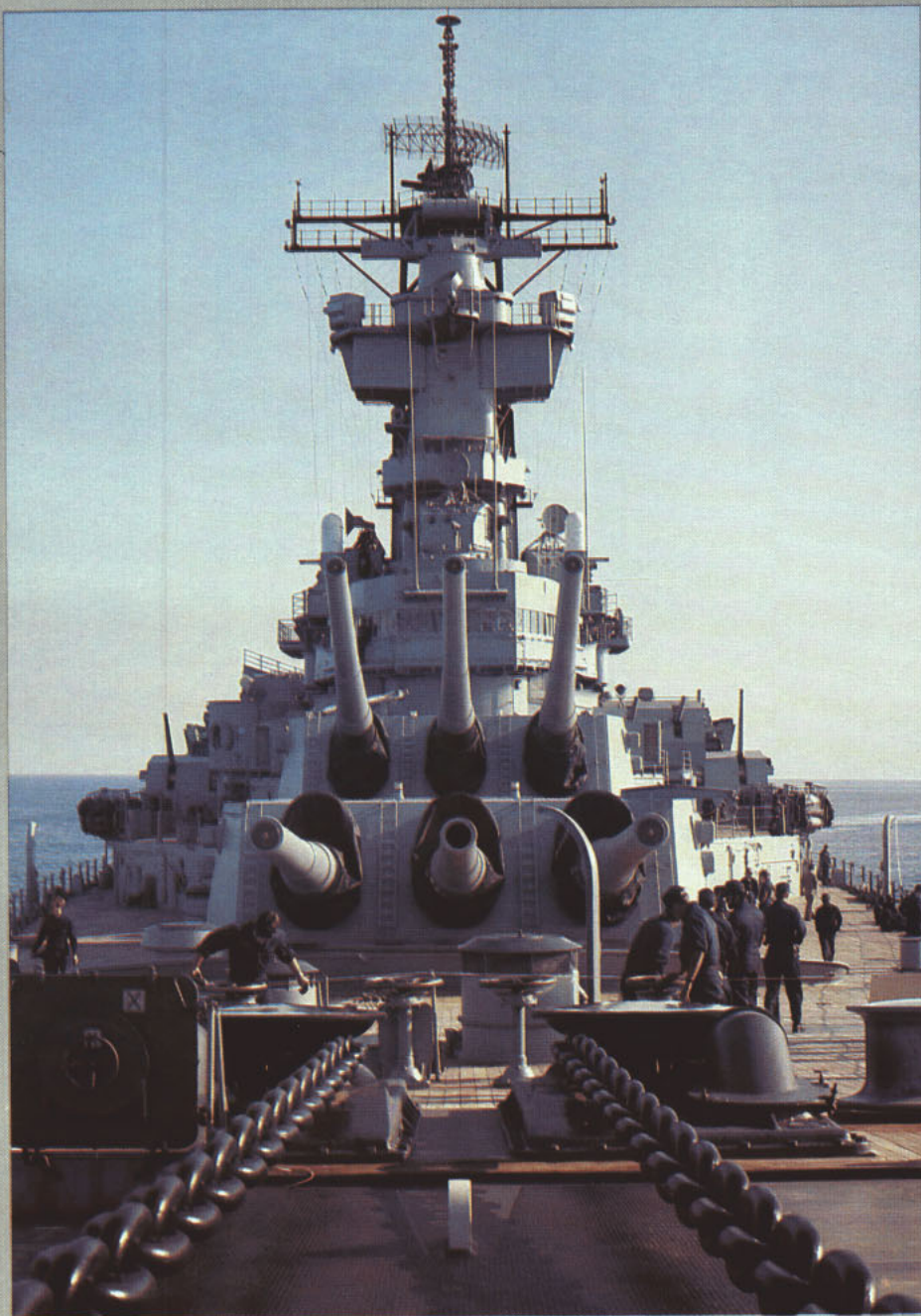


*“The price of peace is always high—but considering the alternative, it’s worth it.” **



*“The New Jersey... will depend on the ability, dedication, and yes, patriotism of you, her crew.” **

* President Ronald Reagan at recommissioning of USS *New Jersey* (BB 62)



USS *New Jersey* (BB 62) was launched Dec. 7, 1942, at the Philadelphia Naval Shipyard. Sponsored by Mrs. Charles Edison, wife of Gov. Edison of New Jersey, it was commissioned on May 23, 1943.

New Jersey completed fitting out and trained her initial crew in the western Atlantic and Caribbean. On Jan. 7, 1944, she passed through the Panama Canal bound for Funafuti, Ellice Islands. She reported there on Jan. 22 for duty with the Fifth Fleet, and three days later rendezvoused for the assault on the Marshall Islands.

New Jersey became flagship of Admiral Raymond A. Spruance's Fifth Fleet on Feb. 4 and took part in surface and air strikes against the Japanese on Truk.

The battleship then sailed with Rear Admiral Marc A. Mitscher's flagship *Lexington* (CV 16) on strikes against Mille. Rejoining Task Group 58.2, it attacked shipping in the Palaus and bombarded Woleai. Later, *New Jersey* screened the carrier strikes at New Guinea and again struck installations at Truk in April.

In the invasion of the Marianas, *New Jersey* was in the screen and bombardment group of Admiral Mitscher's task force and took part in the "Marianas Turkey Shoot," during which the Japanese lost some 400 planes. *New Jersey's* final contribution to the conquest of the Marianas was in strikes on Guam and the Palaus.

For the next eight months—as flagship of Admiral William F. Halsey's Third Fleet—*New Jersey* operated out of Ulithi.

In September 1944, the targets were in the Visayas and the southern Philippines, then Manila and Cavite, Panay, Negros, Leyte and Cebu. Raids on Okinawa and Formosa followed in preparation for the Leyte landing, Oct. 20.

At the opening of the Battle of Leyte Gulf, planes from the carriers guarded by *New Jersey* struck hard at both the Japanese south and center forces, sinking a battleship on Oct. 23. The next day Halsey's carriers sank four of the Japanese carriers, as well as a destroyer and a cruiser. *New Jersey*, in the meantime, steamed south at high speed with a surface task group to counter an attack by Japanese battleships and cruisers on our forces off the island of Samar. By the time *New Jersey* reached the area, however, the Japanese had withdrawn.

New Jersey rejoined her fast carriers near San Bernadino Oct. 27 for strikes on Luzon. Two days later, *New Jersey* shot down a plane whose pilot maneuvered it into *Intrepid's* (CV 11) port gun galleries.

Voyage of New Jersey

(During a similar action a month later, *New Jersey* shot down a plane diving on *Cabot* (CVL 28) and hit another before it smashed into *Cabot's* port bow.)

New Jersey sailed with the *Lexington* task group for attacks on Luzon Dec. 14 through 16. The battleship then found herself in a furious typhoon which sank three destroyers.

Between Dec. 30 and Jan. 25, the battlewagon made her last cruise as Admiral Halsey's flagship. She guarded the carriers in their strikes on Formosa, Okinawa and Luzon.

In support of the assault on Iwo Jima,

to cruise Northern European waters since the beginning of World War II. More than 2,000 Naval Academy and NROTC midshipmen received sea-going experience. In Oct. 1947, *New Jersey* was inactivated at the New York Naval Shipyard.

Recommissioned Nov. 21, 1951, *New Jersey* was bombarding the Korean coast at Wonsan by mid-May of 1952. It was on the first mission that she received her only combat casualties of the Korean War—one man was killed and two severely wounded when a shore battery hit the ship's number one turret.

Between May 23 and July 12, *New Jersey*

air and surface strikes. She came under fire at Wonsan, but her 5-inch guns silenced the counter-fire, and her 16-inch shells destroyed five gun emplacements and four gun caves. On July 11 and 12, *New Jersey* fired one of the most concentrated bombardments of her Korean duty. For nine hours the first day and for seven the second, her guns slammed away on gun positions and bunkers on Hodo Pando and the mainland at Wonsan. Later, she smashed radar control positions and bridges at Kojo.

New Jersey continued pounding coastal guns, bridges, a factory area and oil storage tanks until the truce ended the conflict. She returned to Norfolk in November 1953; during the next two summers, she crossed the Atlantic with midshipmen on board for training.

Following duty with the Sixth Fleet, she took part in the 1956 spring program of training operations. That summer she again carried midshipmen to Northern Europe for training. She returned to the states and, on Dec. 14, arrived at New York for her second inactivation.

New Jersey's third career began on April 6, 1968, when she was recommissioned at Philadelphia Naval Shipyard. Fitted with improved electronics and a helicopter landing pad and with her 40-millimeter battery removed, she was tailored for use in Vietnam as a heavy bombardment ship. Near the 17th Parallel on Sept. 30, the dreadnought fired her first battle salvos in more than 16 years.

The next six months fell into a steady pace of bombardment and fire support missions along the Vietnamese coast, broken only by brief visits to Subic Bay and replenishment operations at sea. She arrived at Yokosuka for a two-day visit, sailing for the United States on April 9. While she was still at sea, North Korean jet fighters shot down an unarmed EC-121 "Constellation" electronic surveillance plane over the Sea of Japan. A task force was formed and sent to the Sea of Japan, while *New Jersey* was ordered to come about and steam toward Japan. On the 22nd, she arrived once more at Yokosuka, and immediately put to sea. As the crisis lessened, *New Jersey* was released to continue her interrupted voyage.

New Jersey arrived at Long Beach in September; her colors were hauled down, and she entered the inactive fleet on Dec. 17, 1969. The battleship earned the Navy Unit Commendation for Vietnam service. She has received nine battle stars for World War II, four for the Korean War and two for Vietnam.



New Jersey screened the *Essex* (CV 9) group in air attacks from Feb. 19 to 21, 1945, and also for the first major carrier raid on Tokyo (Feb. 25). *New Jersey* was directly engaged in the conquest of Okinawa from March 14 until April 16.

During the final months of the war, she was overhauled at Puget Sound Naval Shipyard, and in July became flagship for the Fifth Fleet under Admiral Spruance. Brief stays at Manila and Okinawa preceded her arrival in Tokyo Bay on Sept. 17. She remained there until January 1946 when she took aboard nearly 1,000 troops with whom she arrived at San Francisco. After West Coast operations and a normal overhaul at Puget Sound, *New Jersey's* keel once more cut the Atlantic, returning to Bayonne, N.J., May 23, 1947.

Between June 7 and Aug. 26, *New Jersey* formed part of the first training squadron

USS New Jersey heads up the East River in New York on Feb. 3, 1948, to begin her first inactivation.

pounded targets at Yangyang, Kansong and Wonsan, dispersing troop concentrations and destroying ammunition dumps and a bridge.

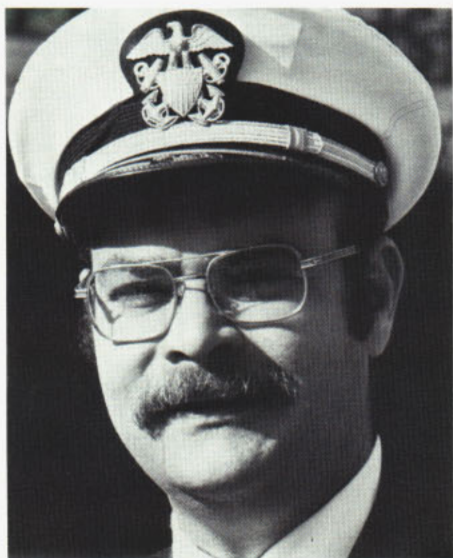
New Jersey continued to aid Republic of Korea troops with harassing fire by night and by breaking up counterattacks by day.

Aside from a brief break in firing in September, *New Jersey* was heavily engaged in bombardment and gunfire-support missions along the North Korean coast for the remainder of 1952. On Dec. 20, the battleship returned to Norfolk, Va., for a six-month overhaul. Later she prepared and trained for her second Korean tour, for which she sailed on March 5, 1953.

At Kojo, Hungnam, Wonsan and Songjin, *New Jersey* added her muscle to major

Bearings

Reserve Chaplain Saves Scrolls



Temple Tifereth Israel synagogue in Everett, Mass., was engulfed in flames one night last August. The synagogue's Torah Scrolls, priceless spiritual treasures more than a century old, were in danger of being destroyed. Loss of these handwritten parchments containing the books of Moses would have a profound impact on local worshippers.

Despite an earlier rescue attempt that failed, and knowing the danger they faced, five volunteers donned oxygen masks and fought their way through the blaze to a cabinet containing the scrolls. One of those was Rev. Dennis Conte, a lieutenant commander in the Naval Reserve Chaplain Corps and resident priest at St. Anthony of Padua Church in Revere, Mass. He is also volunteer chaplain for that city's fire department.

Upon reaching the scrolls, the volunteers formed a chain of bodies and began to pass the scrolls out through a nearby window. "We had just begun passing a few of the scrolls when an explosion occurred above our heads," Conte said.

The force of the explosion knocked the men about the room and tore off their masks. "The suspended ceiling

above us turned into blobs of fire that kept coming down around us," Conte recounted.

Fighting to survive the flames and dense smoke, some of the men were able to retrace their steps out of the building; the others tried to get to the window. Conte delayed his own exit to help two men who had fallen over a railing into another room several feet below. He then used a bookcase as a ladder to get himself up to the window where he was pulled to safety.

Some of the scrolls were still in the building, however, and after receiving treatment for smoke inhalation, Conte entered the burning building three more times to retrieve the rest of the

scrolls as well as other religious articles.

Four times that night Conte faced death. But his heroic actions helped save the priceless treasures so important to the Jewish congregation. For his personal courage, the city of Revere awarded him the Certificate of Merit, its highest distinction of honor. He also received a letter of commendation from the city of Everett, plus several letters and awards from religious communities.

In keeping with the finest Navy traditions, even though in a civilian capacity, Lieutenant Commander Dennis Conte demonstrated his willingness to endanger his life to help others.

—Story by JO2 Weldon MacDonald Jr.
Photo by JO2 James P. Woodworth
NavInfo Boston



DMSN Robert M. Henry receives a plaque of appreciation from Commodore J.S. Disher, Commandant Naval District Washington, for his barracks artwork. Henry painted 18 murals on the walls of UEPH Bldg. 403 at Fort Myer, Arlington, Va., during his weekends and while on leave. His regular duty is in the Print Media Division, Navy Internal Relations Activity, where his work is often featured in *All Hands*, *Navy Editor Service*, *Captain's Call* and *Direction* magazine.

Kennedy's Kids



Capt. D. Bruce Cargill, commanding officer, chats with one of the young visitors aboard USS John F. Kennedy. Photo by PH2 Steven Colagiovanni.



Orion celebrates. On Sept. 30, the crew of the submarine tender USS *Orion* (AS 18) celebrated the ship's 39th anniversary with a traditional cake cutting. Capt. D.B. Branch, *Orion's* commanding officer, and MR3 James Gardner get an assist from Lt. Christina Beardsley, MS2 Alex Williams and MSCM Pablo Sequio.

Photo by PH2 Scott A. Devoe, USS *Orion* (AS 18).

Sixteen handicapped children in wheelchairs were rolled up the brow of USS *John F. Kennedy* (CV 67), closely followed by four others who were able to make the steep climb on their own. They were students from the Lakewood Education Center, a Norfolk, Va.-operated school for the handicapped.

Although warmly welcomed by sailors and marine escorts, the children were a little hesitant at first. They warmed up quickly, however, at the smiles on the faces of the *Kennedy* men and soon were full of enthusiastic questions.

The special visit was coordinated by Chaplain Michael A. Walsh and Chaplain George P. Byrum. According to Byrum, the children "...were so excited to get the opportunity to take such a tremendous outing. It was fortunate that we were able to share this visit with them."

The children were taken on a tour of the hangar bay and had a ride on an elevator up to the flight deck.

"They were so bright—and so full of questions," said Airman Apprentice Allen G. White. "They asked about the planes and how they take off and land. And they really got a kick out of meeting 'Super K'"—*Kennedy's* costumed "super hero" who made an appearance for the children.

"The *Kennedy* is also a financial sponsor of a school for the deaf," Walsh added.

A treat of cake and ice cream also got full approval from the kids who, all too soon, had to return to the bus and the trip back to the school. They went with memories of a special visit and left behind special feelings among the members of the *Kennedy* crew.

Walsh expressed it for everyone: "The children set such a wonderful example for us. It gave us an opportunity to stop and take a look at our lives—and count our blessings."

—By JOSN Sharry R. Han
USS *John F. Kennedy* (CV 67)

Bearings

Career Transition for Retirees

If retirement from your military career is on the horizon, you might find the change to a civilian environment quite a jolt—especially if you're hunting for a job. However, there are various programs which can help ease the transition.

One is the Career Awareness Program at Naval Air Station Lemoore, Calif. Established in July 1978, the program already has helped some 250 military retirees make the transition from a structured military environment into the civilian sector. It also has led about 50 potential retirees to change

their minds and stay on in the military service.

The program, sponsored by the Navy, the state of California Employment Dept., and West Hills College in Coalinga, Calif., is taught by civilians with the cooperation of local companies, personnel managers, interviewers and supervisors who sit on panels and are available for help. It is conducted in a civilian atmosphere, but Navy career counselors are available to assist the participants. A clinical psychologist also is available to help participants overcome career transition problems.

The potential retirees learn how to write resumes and handle interviews. They discuss the adjustments they'll

have to make in a new lifestyle. Although the program does not conduct job placement interviews, there is discussion of current jobs available.

The Career Awareness Program at Lemoore is one example of how Navy commands help their members at all stages of their careers.

You can learn more about the Career Transition Program from Master Chief Aircraft Maintenceman Frank Waite, commercial (209) 998-3610, of Commander Light Attack Wing Pacific Fleet, or Patrick Ford, the Veterans representative with the State of California Employment Development Department, commercial (209) 584-9261, Ext. 23.

'Batman' Trace Ancient Greek Footsteps

Proud, tired and sore was how 14 members of Patrol Squadron 24 felt after they followed the route which an unknown runner ran when he announced the Athenian victory over the invading Persians way back in 490 B.C.

The squadron's commanding officer, Commander Phil Perine, put a note in the plan of the day looking for squadron members interested in competing in the 26-mile marathon in Athens, Greece. To his surprise, 24 people attended an organizational meeting.

"We assumed that anyone who could run six miles a day had a 90 percent chance of completing the 26-mile marathon," Perine said. "We prepared a 13-week training schedule that the crew worked on, even after a day's flying."

Covering 26 miles and 385 yards, the Athens Open International Marathon has been run every October since 1972. Most of the VP-24 runners had never participated in a marathon, but this one drew their attention because it was the "original" marathon.

The race followed the course used in the first modern marathon held in Ath-



ens during the 1896 Olympic Games. From the starting line, near the small village of Marathon, the runners ran through the rural countryside. The finish, at the 70,000-seat Olympic stadium in downtown Athens, could be reached only by running up hills and through traffic-congested streets of the city.

Open to both sexes and all ages and nationalities, the marathon has no qualifying time. In 1981, of the 1,300 runners representing 25 countries who

One-third of the way along the course, VP-24 runners (l-r) Lt. Eric Helleberg, AMH3 Dan Best, Lt. Kevin Lasher and Lt.j.g. Mike McPadden are still smiling.

started, 1,047 finished. The 1982 race had more than 1,500 participants.

While it took some of VP-24's runners about five hours to finish, everyone met the goal of completing the marathon. Their training obviously paid off.

—From Naval Station Rota

What It's All About

Student naval aviators entering Training Squadron Four at Naval Air Station Pensacola, Fla., are hit with a barrage of assignments and duties clearly designed to push them to the limit of their mental and physical capacities. Gradually, though, they begin to feel the pride of accepting the challenges of the world's most demanding flight training program.

Commissioned in May 1960 from Basic Group Nine, VT-4 was initially assigned the task of instructing all "jet pipeline" student pilots in air-to-air gunnery and carrier qualification. In October 1971, their mission was altered to provide training in all phases of the basic "jet flight syllabus," adding jet transition, precision aerobatics, basic and radio instruments, formation and night flying to gunnery and carrier qualification.

In October 1972, VT-4 proudly became the only dual mission pilot training squadron in the Naval Training Command, training students through intermediate and advanced strike jet training. The unit has become the principal training squadron for foreign military aviators.

Students find their first challenges in the classroom where they are taught aerodynamics, meteorology, instrument procedures and visual flight regulations. Then the aspiring young flyers are ready for their first jet aircraft flights.

They progress through instrument familiarization and formation stages of flight before undertaking night familiarization, and for air-to-air gunnery stages. They learn to fly the optical landing system's "meatball" with professional consistency and respond to the direction of the LSO ashore before carrier qualification flights aboard the USS *Lexington* (AVT 16) in the Gulf of Mexico.

After training lectures and simulator sorties in the 2F90, the eager young pi-



lots are prepared for their first flights in the TA-4J *Skyhawk*. They progress through single-plane flight, two- and four-plane formations, night familiarizations and operational navigational stages before any air combat maneuvering or weapons training.

Carrier qualifications are the final stage. Two "touch and go's" and six arrested landings on board an aircraft carrier climax the training at VT-4. By this time, the student has had 100 flight hours and four arrested landings in the intermediate strike syllabus.

From the first preflight inspection of a jet aircraft to the final arrested landing in the training command, the student aviator is taught by professionals dedicated to standards of excellence. After receiving their "Wings of Gold," the newly designated aviators leave the squadron with a very solid career foundation. They have become examples of the proud motto of Training Squadron Four: "Professionalism in Aviation."

—By Lt. Allen W. Grahm
VT-4, NAS Pensacola, Fla.

1982 Ney Awards

For the 25th consecutive year, the Ney Award for excellence in food service was presented to the best ashore and afloat units throughout the Navy. The Ney Award is perhaps the jackpot in recognition for mess management specialists and food service officers who provide their people with exceptionally good food, a clean environment and a sense of concern and service for their shipmates.

The silver anniversary winners gathered in Reno, Nev., for festivities which included guest speakers, live music and displays highlighting recipes dating back to 1909. Also on display were tools of the food service profession including antiquated service trays and flatware.

Chief of Naval Material Admiral John G. Williams Jr., the keynote speaker, summed up efforts of the mess management specialist community saying that their achievements have increased morale and directly impacted on recruiting and retention.

The 1982 Captain Edward F. Ney Memorial Awards were presented to the following commands: small afloat—USS *Tecumseh* (SSBN 628) Blue; medium afloat—USS *Moinester* (FF 1097); large afloat—USS *Frank Cable* (AS 40); aircraft carrier—USS *Midway* (CV 41); small ashore—Naval Station, Seattle.

Winner in the large ashore category was the Naval Technical Training Center, Corry Station, Pensacola, Fla., for the second consecutive year.

—By D. Spampinato
NFSO, Washington, D.C.

Living a Life in Harmony

Care for a little tinkly piano music? Or maybe a nice three-piece combo for dancing? How about something a bit more elaborate—like a jazzy show band, country music group or even a full-dress ceremonial band? No matter what your musical requirement may be, the U.S. Navy Band at the Naval Air Station Memphis can fill the bill.

This band remains busy year-round—performing at military and community events across the midsouthern region of the United States—and Chief Warrant Officer Jerry Clements is its leader. Clements, whose job as maestro involves more management than performance, said that scheduling the Navy Band is a complicated business.

“We are divided into three different band groups here,” he explained. “Country Empire,” the rock group “Atlantis,” and “Sternwheel Drive,” the show band. In addition, the 25 musicians also form the air station’s ceremonial band. “That’s why scheduling requires a bit of juggling,” Clements added, “and a color-coded calendar to keep track of the units and their separate gigs.”

The services of the band are quite popular. They perform about 550 times a year and participate in everything from high-level military ceremonies to such small-town events as the “Watermelon Festival” in northern Mississippi.

Public performances have made the band and its leader well known in the community. But Clements—an accomplished “brass man” whose specialty is the trumpet—has never needed an introduction. He was born in Water Val-



ley, Miss., just across the border from Memphis. In addition, he has made a local name for himself with the “Jerry Clements Orchestra.”

The dance band specializes in Dixieland jazz—Clement’s favorite type of music. Not only is he a featured performer in his own band, Clements also gets a chance to play horn with Sternwheel Drive as a trumpet soloist. Occasionally, he goes out on a gig with one of the small combos “to keep my hands in the pudding.”

The chief warrant officer is content

with his role as a military musician. He doesn’t hanker after the glitter of a civilian career; according to him, such glitter tarnishes quickly. “It might sound glamorous to be in a big name band,” he said, “like Buddy Rich or Maynard Ferguson—but stop and think. These people are always on the road, usually doing one-nighters; they drive a couple hundred miles, set up and play a concert, and next day start all over again. This gets old pretty quickly, and you don’t always make a lot of money. Besides, there’s little se-

curity in it, and you encounter some rough elements—drugs and alcoholism, and the like. It's a tough life—one-nighters and honky-tonks."

In comparison, Clements feels his career with Navy Band Memphis has everything going for it. "I have the chance to do a variety of things in music. I can perform, I can conduct, I can arrange—and still have a good, solid income with good working conditions. It's just an excellent opportunity."

Of course Clements pays a price in that, as he said, "there's bound to be a conflict between creativity and the regimentation of military life. But that's the way the job is, and the Navy musicians have to accept it."

Clements noted that the band's ceremonial performances impress audiences, and the musicians realize that such performances are the basic reason why military bands exist. But these functions become routine to those who perform.

Clements mentioned that travel requirements are another routine that may get monotonous, just like many commercial bands. "It isn't uncommon for our ceremonial band to travel hundreds of miles just to do a 30-minute program—the national anthem,

three or four marches and maybe a set of honors."

So the demands of a military musical career present the band leader with a challenge: Keep the band members artistically satisfied. Clements is helped in his efforts by the fact that the band isn't forced to get by on a steady diet of ceremonial music. Their musical fare is frequently spiced with country, jazz and rock repertoires. "By encompassing many types of music," said Clements, "we attempt to cater to the preferences of the individual musicians."

Each band member is also encouraged to pursue creative outlets. "We try to put them in contact with local musicians," the leader continued. "For example, did you know that both Charlie Rich and Isaac Hayes have headquarters in Memphis?"

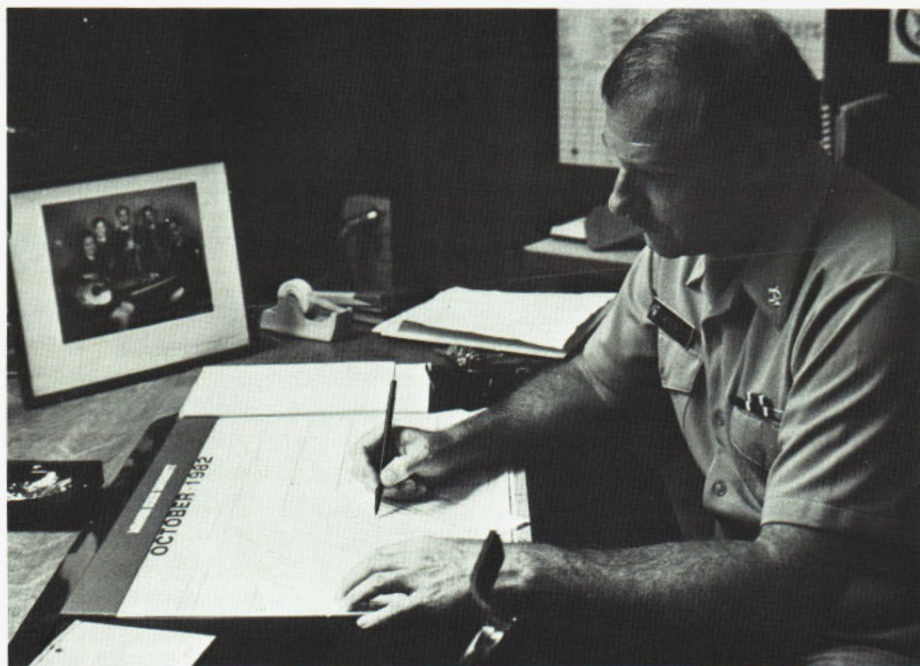
Clements noted that the area is alive with musical events: jam sessions, discussions, university performances, and so on. Clements also said that Navy Band members are encouraged to take special music classes on the side, as well as use their free time to engage in musical performances of their own.

Clements practices what he preaches and is involved with numerous musical pursuits off the job. When he's not studying musical education at Memphis State University or keeping up with his full dance band schedule, he uses extra time by filling in with a combo, going on the road with Navy Band Memphis, attending jazz performances or just listening to jazz trio albums at home.

It's a well-rounded musical environment that Clements inhabits, where various melodies harmonize, and sour notes are dealt with one at a time.

—Story and photos
by JO1 Melanie Morrell
NAS Memphis, Tenn.

CWO Clements may be all business when leading the band or scheduling gigs, but he shows that his job does have light moments as he jokes (left) with MUCS Dave Johnson (center) and MU2 Ralph Sallee (right) during a rehearsal.



Currents

Navy policy on sexual harassment

The Navy has issued a new instruction calling sexual harassment "a form of arbitrary discrimination which is unprofessional, unmilitary and adversely affects morale and discipline and ultimately...mission effectiveness."

OPNAVINST 5350.5 states, "Sexual harassment will not be condoned or tolerated in the Navy."

The new regulation makes every senior officer responsible, within the chain of command, for countering sexual harassment "swiftly, fairly, and effectively." Substantial complaints will prompt quick and appropriate disciplinary action, either under the Uniform Code of Military Justice or other established grievance procedures.

Bus discount program reinstated

Active duty military people, their family members and service academy students can again take advantage of special bus discount fares when traveling at their own expense in the 48 contiguous states. The interstate new discount fares, offered by 64 companies, are patterned after the 1982 bus discount program.

The following discounts are available:

—When the standard adult one-way fare is between \$30 and \$40, the reduced interstate fare will be \$30.

—A 25 percent discount will be applied when the standard adult one-way interstate fare is between

\$40 and \$60.

—The discount fare is a flat \$45 when standard interstate fare is between \$60 and \$75.

—A 40 percent discount will be applied when standard interstate fare is more than \$75.

Active service members do not have to wear uniforms to take advantage of the special discounts. They and their family members should, however, be prepared to furnish military identification. Family members must travel with their active duty military sponsor to receive the discounts. Family members age 5 and under may travel free.

Blue Angels to select pilots and leader

The U.S. Navy Flight Demonstration Squadron, the Blue Angels, will select two pilots and a flight leader this year for the 1984 team. Interested officers should submit applications as soon as possible for selection in September.

An applicant for demonstration pilot should be a tactical jet pilot with 1,500 hours flight time, a regular naval officer, and rolling to or on shore duty. Letters of application should be endorsed by the commanding officer and forwarded to the Navy Flight Demonstration Squadron with a copy to the Chief of Naval Air Training and the Chief of Naval Personnel (Pers-433A).

Officers interested in the flight leader position must have 3,500 hours flight time, be a lieutenant

commander or commander, screened for aviation command, and preferably (though not mandatory) have had command of a tactical jet squadron. Flight leader applicants should submit their letters directly to the Chief of Naval Air Training with information copies to the Commanding Officer, Navy Flight Demonstration Squadron and the Chief of Naval Personnel (Pers-433A).

All letters of application should include experience and qualifications. For further information call the Blue Angels (Autovon: 922-2584/2585, commercial: 904/452-2583/2584) or write to the Blue Angels, Naval Air Station, Pensacola, Fla. 32508.

Year-end military manpower figures are good

Secretary of Defense Caspar W. Weinberger announced recently that in terms of both recruiting and retention, fiscal year 1982 was one of the best years since the beginning of the all-volunteer force, better than most years under the draft and surpassed even the excellent results of last year.

DoD overall re-enlistment rates were higher than they have been since 1964, resulting in improved levels of manpower readiness. The number of people in operating units, the number of career enlisted people and the number of key, midlevel leadership and critical jobs that are filled by experienced people have increased dramatically.

Each military service met or exceeded its overall recruiting objectives. In terms of quality, 86 percent of all new recruits had a high school di-

ploma. Eighty-seven percent scored above average on enlistment tests (89 percent in the Navy), and 37 percent were in the top two categories.

Admiral James D. Watkins, Chief of Naval Operations, expressed his appreciation to "all members of the Navy's retention team who helped make FY 82 such a successful year for both officer and enlisted retention." He said, "Credit for this accomplishment is shared by chief petty officers, leading petty officers, command career counselors, division officers and upward through the chain of command." He added, "Maintaining the momentum attained in FY 82 is essential to meeting Navy's long-range requirements to man the fleet of the 1990s. Well done."

CREO changes listed

A new career re-enlistment objectives directive, OPNAV Instruction 1160.4 of 26 October 1982, contains major changes affecting entry into certain ratings.

For male enlisted personnel, the AC rating has moved from the "controlled" category to "A" school required." The AMS rating has moved from controlled to "open." FTM and SH have changed from open to controlled, and the TD rating has been closed. The ASE, DK, MA and ST ratings have moved into CREO group "A," while AC, AQ, AT, AW, BT, CTT, QM and IS have been changed from group "A" to "B."

For female enlisted personnel, the OS rating has moved from open to closed, and the TD rating from controlled to closed. AMH, ET, IM, ML, MR, NC and OM have been added to CREO group "A," and AC, AD, AE and AQ have been moved from group "A" to "B."

Open ratings are designed to attract a large

number of strikers by making it easier to enter those fields. Commanding officers simply screen candidates and authorize designation of qualified personnel as strikers. No personnel may enter closed ratings, and requests to do so should not be submitted.

Controlled ratings may be entered by the best-qualified personnel only when authorized by Commander, Naval Military Personnel Command. Commanding officers are required to screen candidates for these ratings and submit quota requests to NMPC-483 on an Enlisted Personnel Action Request (NAVPERS 1306/7). An NMPC selection board then reviews all requests, considers the CO's endorsement, Navy manning requirements and specific manning shortages in the applicant's unit, and approves participation in the rating exam for those who best qualify. Deadline for submission of quota requests is July 15 for the September exam.

Currents

They're coming out for Iowa recall

More than 3,700 retirees and reservists have answered the battleship *Iowa*'s initial request for volunteers. The first call ended Dec. 31 with 2,796 fleet reservists, 524 selected reservists and 396 retired people requesting active duty assignments aboard *Iowa*.

Senior enlisted detailers at the Naval Military Personnel Command will screen the applications. Selectees for the first increment of 249 enlisted billets will be notified in April. They'll report to

precommissioning training at the Fleet Training Center, Norfolk, Va., in November 1983 and will join the ship in January 1984. The battleship is scheduled to be recommissioned in January 1985.

A second recall period, Jan. 1 through March 31, is aimed at filling 329 additional enlisted billets. These selectees will report to Norfolk in January 1984 and to the battleship in March 1984. Applicants not selected for the first *Iowa* increment will be automatically reconsidered.

Worth mentioning...

Changes in the Civilian Health and Medical Program of the Uniformed Services instituted to contain rapidly rising program costs became effective Jan. 1, 1983. The revisions will require some people previously eligible for treatment in civilian health centers to seek care at relatively nearby military medical facilities. For more information on how they may be affected, CHAMPUS-eligible individuals should contact local health benefits advisers, who should receive information on changes in the near future.

Norfolk-based frigate USS Truett (FF 1095) rescued two British citizens recently after their sailboat was caught in a storm and blown off course in the eastern Mediterranean. After four days lost at sea, the two men were hungry and tired but in good health.

They had been sailing from Turkey to Limassol on Cyprus aboard a 27-foot sloop when they were caught in a storm. They subsequently ran out of fuel and had lost electrical power when *Truett* provided assistance more than 80 nautical miles from land. *Truett* towed the sloop to the vicinity of Cyprus where a local salvage ship took over. The frigate is operating with the U.S. Sixth Fleet in the eastern Mediterranean.

The frigate USS Capodanno (FF 1093), commanded by Commander Robert Anson, donated more than \$28,000 to the Combined Federal Campaign. *Capodanno* presented the check to Captain George S. Allen, Commander, Naval Surface Group Four, Nov. 22, 1982. The amount represents a contribution of more than \$100 per person for the frigate's crew. Chief Sonar Technician Joseph M. Muscatello coordinated *Capodanno*'s successful campaign.

Air Traffic Controller First Class Richard M. Schmidt, stationed at NAS Kingsville, Texas, has been selected for the Department of the Navy Vice Admiral Robert B. Pirie Air Traffic Controller of the Year award for 1982. In making the announcement, Secretary of the Navy John Lehman Jr. said that Schmidt's record "exemplifies the highest standards of air traffic control. The expertise and leadership displayed by AC1 Schmidt during the aftermath of the (1981) nationwide controller strike were especially noteworthy. His personal contribution in the formulation of contingency plans, complemented by his direct involvement in facility training program formulation and implementation, greatly enhanced readiness and flight safety."

The Case of the Studying Storekeepers

"Tenders can fix anything, even a manpower shortage," said Master Chief Storekeeper Larry Shields on board the destroyer tender USS *Yellowstone* (AD 41).

Shields was referring to the special training seminars prepared and conducted by *Yellowstone's* Supply Department for strikers in the storekeeper rating. The Navy is experiencing a critical shortage of trained storekeepers, and Service Group Two ships are among those feeling the pinch.

The four-week training seminars covered the storekeeper 3 and 2 training manual with emphasis on material identification, COSAL, (Coordinated Ships Allowance List), inventory control, accounting practices and material handling.

The students were given classroom training and "hands-on" experience. They also visited other ships and "the world's largest store," the Naval Supply Center in Norfolk, Va.

"Our objectives are the same as the students' objectives—to qualify them to become designated storekeepers and to advance," said the course director, Chief Storekeeper Alicia Aitken.

Seaman Louis Castro, one of the 24 seminar graduates, said, "Now I know where to look to find stock numbers and other parts list information. I also will be able to participate more in my ship's training program."

Fitting in a seminar of this type with the normal business of the tender was a

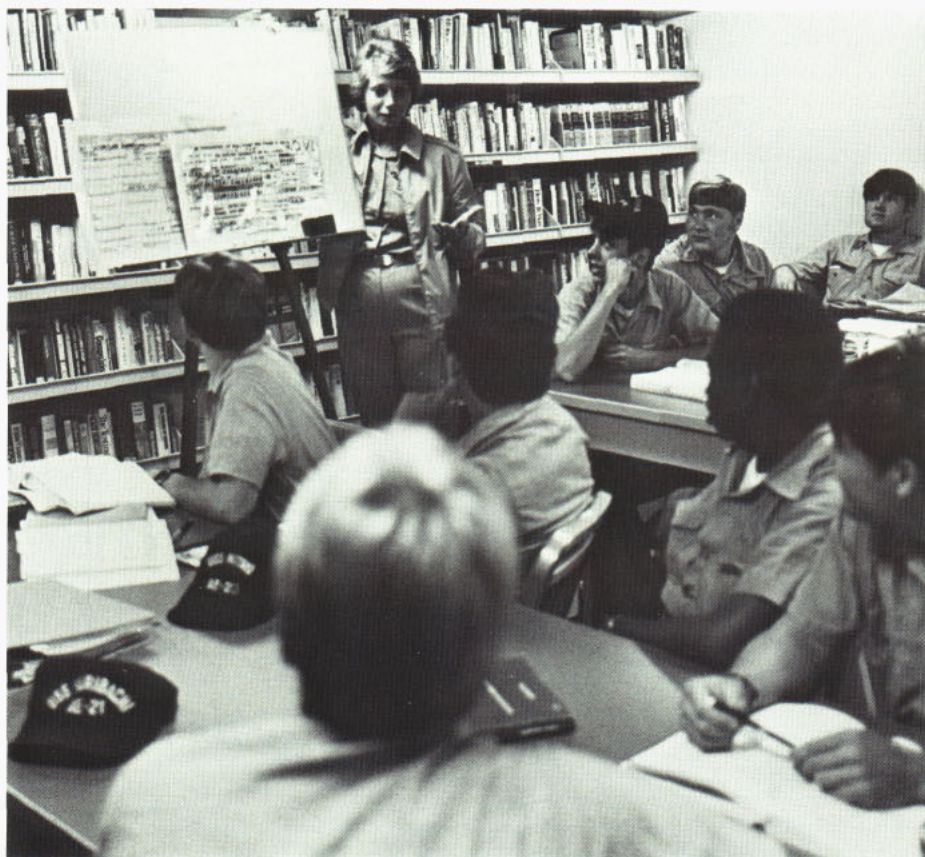
challenge. During the first seminar, the Supply Department simultaneously instructed the students each day and successfully passed its supply management inspection, obtaining seven out of nine "Outstandings." During the second seminar, the Supply Department handled an increased workload because of nearly 30 ships in various phases of tender availability.

Yellowstone's involvement stemmed from Service Group Two's quick response which was prompted by their mission," explained supply officer

Commander Donald Parsons. "Our primary mission is logistics, and, as the flagship, *Yellowstone* has the best facilities and qualified personnel to teach the course."

Parsons explained that the course was not designed to replace "A" school, but to fulfill a current critical need for additional shipboard training in the SK rating. Some strikers are unable to attend "A" school due to lack of quotas or other factors.

—by PH2 Darrel Erickson
(USS *Yellowstone* (AD 41))



SKC Alicia Aitken teaches storekeeper strikers the ABCs of supply documents during a training seminar aboard the destroyer tender USS *Yellowstone* (AD 41).

Physical Fitness/Weight Control

On Your Mark— Ready—Get Set—Go!

The runners are strung out along the 1½ mile course. Some are jogging easily, confident they will be well within the time limit. Others—wishing they were in better shape—find the going tough. Maybe next year they'll do better.

But this is no race—it is one part of a four-part test under the Navy's new Health and Physical Readiness Program. Every year, you and every other Navy person will participate in this new program which establishes the minimum levels of physical fitness and weight control standards, provides guidance and training, and emphasizes the need for a healthy lifestyle.

You might ask, why do I have to be a part of this testing? Isn't my physical fitness my own concern?

The state of your health is your concern, that's true, but because it has a direct impact on your morale, mental alertness and the quality of your job performance, it is the Navy's concern also. Your health can be the determining factor in whether or not commanding officers reach their goals—be they performance levels or victory in battle.

Let's take a closer look at the program. We all know that Navy people are no less susceptible than others to

the effects of sedentary jobs: too many calories and too little exercise. To combat this, the Navy's new Health and Physical Readiness Program gives you the opportunity to participate on three levels.

The first, which is at the command level, will be where 80 to 90 percent of the Navy's program emphasis will occur. Initially, there will be a focus on weight control and nutrition, physical fitness and exercise. Future activities will be added to help people stop smoking, cope better with tension and stress, control high blood pressure, prevent drug and alcohol abuse and lifestyle-related accidents. Within the first level is the four-part annual physical fitness test. The test measures stamina and cardiorespiratory endurance, strength and muscular endurance, flexibility and percent of body fat measurement.

The second level provides health education and counseling for those who do not meet the Navy's standards for weight and fitness.

The third provides residential treatment for those who have been diagnosed as significantly overweight, yet are considered to have potential for continued naval service.

The most essential difference be-

tween this and past programs is the emphasis on promoting total health. It is a fitness program you can live with as a part of your everyday lifestyle. In the past, the focus was on weight control and a minimum level of fitness—this new program sets sights on the future by encompassing means to enable Navy people to maintain their health for life. Wherever possible, spouses and family members of Navy people will receive physical fitness information, education and training. The Navy family can play a significant role in supporting a healthy lifestyle for the member as well as for themselves. In this regard, food service people are being educated throughout the Navy to plan menus and prepare food with good nutrition in mind.

Other fitness programs had been aimed at younger service members. People over 40 were often exempt. Not so now. "Fitness for Life," the theme for this program might very well be expanded to "Fitness for Life for All," because it provides continuous monitoring of health and fitness throughout a person's Navy career. Because of its emphasis on a total health lifestyle, the beneficial effects of the program are expected to improve health and longevity.

ity into one's retirement years.

Motivation also will be an added feature. Commands are encouraged to recognize outstanding performance in fitness testing with awards, certificates and letters of commendation. Such performance will be mentioned in eval-

uations and fitness reports.

Participating in the "Fitness for Life" program can improve your outlook on life, physical appearance and general sense of health and well-being. This will affect the quality of your personal life and carry over into your job

performance and the Navy's state of readiness.

Take the time to use the education and training that will get you in shape. Then, when it is your turn to run the course again, both you and the Navy will finish in first place.

PHYSICAL READINESS CLASSIFICATION TABLE AND TEST REQUIREMENTS

| CLASSIFICATION TEST | Under 30 | | 30-34 | | 35-39 | | 40-44 | | 45-49 | | 50 & Older | |
|-----------------------------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------|
| | MEN | WOMEN | MEN | WOMEN | MEN | WOMEN | MEN | WOMEN | MEN | WOMEN | MEN | WOMEN |
| OUTSTANDING | | | | | | | | | | | | |
| 1.5 mi RUN | 9:45 | 11:30 | 10:00 | 12:00 | 10:30 | 12:30 | 11:00 | 13:00 | 11:30 | 13:30 | 12:00 | 14:00 |
| SIT-UPS | 100 | 84 | 90 | 75 | 85 | 71 | 80 | 67 | 80 | 67 | 80 | 67 |
| SIT REACH | +2.0 | +4.0 | +2.0 | +3.5 | +1.5 | +3.0 | +1.5 | +3.0 | +1.0 | +2.0 | +1.0 | +2.0 |
| PERCENT FAT | 14 | 18 | 14 | 18 | 14 | 18 | 14 | 18 | 14 | 18 | 14 | 18 |
| EXCELLENT | | | | | | | | | | | | |
| 1.5 mi RUN | 10:45 | 13:00 | 11:00 | 13:30 | 11:30 | 14:00 | 12:00 | 14:30 | 12:30 | 15:00 | 13:00 | 15:30 |
| SIT-UPS | 75 | 63 | 68 | 56 | 64 | 53 | 60 | 50 | 60 | 50 | 60 | 50 |
| SIT REACH | +1.0 | +3.0 | 0 | +2.0 | 0 | +1.5 | +0 | +1.5 | -0.5 | +1.0 | -0.5 | +1.0 |
| PERCENT FAT | 16 | 22 | 16 | 22 | 16 | 22 | 16 | 22 | 16 | 22 | 16 | 22 |
| GOOD | | | | | | | | | | | | |
| 1.5 mi RUN | 13:00 | 15:00 | 14:00 | 15:30 | 14:30 | 16:00 | 15:00 | 16:30 | 15:30 | 17:00 | 16:00 | 17:30 |
| RUN IN PLACE | 350 | 300 | 325 | 280 | 300 | 260 | 300 | 260 | 280 | 200 | 280 | 200 |
| SIT-UPS | 50 | 42 | 45 | 38 | 43 | 36 | 40 | 34 | 40 | 34 | 40 | 34 |
| SIT REACH | 0 | +2.0 | -1.0 | 0 | -1.0 | 0 | -1.0 | 0 | -1.0 | 0 | -1.0 | 0 |
| PERCENT FAT | 18 | 24 | 18 | 24 | 18 | 24 | 18 | 24 | 18 | 24 | 18 | 24 |
| SATISFACTORY | | | | | | | | | | | | |
| 1.5 mi RUN | 14:30 | 16:30 | 15:30 | 17:30 | 16:00 | 18:00 | 16:30 | 18:30 | 17:00 | 19:00 | 17:30 | 20:00 |
| RUN IN PLACE | 310 | 260 | 280 | 220 | 260 | 200 | 260 | 200 | 240 | 180 | 240 | 180 |
| SIT-UPS | 36 | 30 | 34 | 28 | 32 | 26 | 30 | 25 | 30 | 25 | 30 | 25 |
| SIT REACH | -1.0 | 0 | -1.5 | -0.5 | -1.5 | -1.0 | -1.5 | -1.0 | -2.0 | -1.5 | -2.0 | -1.5 |
| PERCENT FAT | 20 | 29 | 20 | 29 | 20 | 29 | 20 | 29 | 20 | 29 | 20 | 29 |
| MINIMUM STANDARD | | | | | | | | | | | | |
| 1.5 mi RUN | 15:00 | 17:00 | 16:00 | 18:00 | 16:30 | 18:30 | 17:00 | 19:00 | 17:30 | 19:30 | 18:00 | 20:30 |
| RUN IN PLACE | 280 | 235 | 250 | 200 | 230 | 180 | 230 | 180 | 210 | 160 | 210 | 160 |
| SIT-UPS | 33 | 27 | 31 | 25 | 29 | 23 | 27 | 22 | 27 | 22 | 27 | 22 |
| SIT REACH | -1.5 | -0.5 | -2.0 | -1.0 | -2.0 | -1.5 | -2.0 | -1.5 | -2.5 | -2.0 | -2.5 | -2.0 |
| PERCENT FAT | 22 | 30 | 22 | 30 | 22 | 30 | 22 | 30 | 22 | 30 | 22 | 30 |

Classification Criteria:

Only one classification applies to an individual and each individual must meet or exceed each and every criteria to achieve the classification.

NOTE: Research is being conducted to determine minimum upper body strength requirements. Standards to be promulgated when identified.

A Friendly Little Jog

Three times a week you can hear the 700 men of the Naval Mobile Construction Battalion Four of Port Hueneme, Calif., coming down the street.

"PT!" Stomp, stomp. "All Day!" Stomp, stomp. "Every Day!" Stomp, stomp.

You can hear them, and you can see them trotting along the hot asphalt in their "athletic" clothes—white T-shirts, heavy green pants and boots. Combat boots. Marine Gunnery Sergeant Norman Estelle, the battalion enlisted military adviser, has a term for the 2½ mile run. He calls it "a friendly, little jog."

Why do they endure grueling rounds of push-ups, sit-ups, calisthenics and jogging? According to Estelle, "It's to keep a person physically fit and ready at all times in case he has to move out fast." The sergeant also says that running in formation builds teamwork and helps motivate the men.

The battalion's fitness program is directly credited with a decrease in "the afternoon slump" and an increase in stamina.

Steelworker Third Class Steve Auton agreed. "I've noticed an increase in stamina, not only in myself, but in others as well. I know I feel better."

Estelle has seen the improvement in the battalion's quarterly physical fitness scores. "I would say that 90 percent of the times on the jogging were faster. The regular exercise has also improved the push-up and sit-up scores, with some people doing up to 60 or 70. A few even hit 100."

With the jogging, Estelle noted,



"When they started, they used to come in tired because they were toning up their muscles. Now when they run, they're alert all during the day. They're not tired."

At Port Hueneme, when you hear cadence and the stomping of combat boots, you'll know that Estelle and his men are coming down the road—out for their "friendly, little jog."

Right: The officers and enlisted of NMCB Four participate in some "good old Seabee push-ups" before starting on their 2½ mile run. Below: Four companies of NMCB Four jog during their three-times weekly run at Port Hueneme.



Right: Seabee instructors keep track of sit-ups for Charlie Company during their physical fitness testing. (NOTE—The photo at right, below, was taken before the new instruction was released on the Physical Readiness Program; otherwise participants would have their arms crossed over their chests.)

The Navy Remembers

In commemoration of the Navy's 207th birthday on Oct. 13, 1982, All Hands began a year-long series highlighting selected events important in Navy history. In this issue, we look at some significant March events.

The pages of naval history books live with incidents concerning maritime adventures and celebrated heroes. Each month of the year has its significant dates to help us recall events important in Navy history.

In March, the focus is on such happenings as the first submarine dive, made in 1898 by *Holland*, later commissioned in the U.S. Navy as SS 1; the adopting of the famous Seabee insignia in 1942; and the opening of the treaty talks at Yokohama, Japan, on March 8, 1952, which led to the end of post-World War II occupation by the United States and restored full sovereignty to Japan. Other dates in March are also remembered as special "firsts."

March 19, 1918: Ensign Stephen Potter, a naval aviator, shot down one of the first enemy planes (a German seaplane) for the United States in World War I. March 20, 1922: A new era in naval history began with the commissioning of USS *Langley* (CV 1), the Navy's first aircraft carrier. Seaborne aviation was looked upon with skepticism by some but soon established its place in history. March 15, 1947: Ensign John Wesley Lee, a former enlisted steward's mate, became the first black reserve officer to be augmented into the Regular Navy. Even though this move and other advances for blacks were widely criticized, the Navy continued to expand its program to include blacks in every way. Lee subsequently attended the Navy's Postgraduate School and earned a degree in

Aerology. Today, there are more than 1,900 black officers serving in the U.S. Navy.

Words of Death

Perhaps one of the most significant events of its time was the infamous duel between Stephen Decatur and James Barron. Decatur had enjoyed a prosperous, fruitful career. Earlier, Barron had lost his ship *Chesapeake* to

the British and was suspended from the Navy for five years without pay and a reduction in rank. The feud between the two started as a mere war of words, through letters, but progressed over a period of months (June 12, 1819, to Jan. 24, 1820), until it ended on March 22, 1820, in the duel at Bladensburg, Md.—just outside Washington D.C. The life of Commodore Stephen Decatur, who was fatally wounded by the pistol of Commodore James Barron, came to a tragic end that day.



First Admiral of the Navy

On March 2, 1899, Congress created a new rank for George Dewey—that of Admiral of the Navy. As such, he also was president of the General Board of the Navy. This rank was created in recognition of Dewey's victory at Manila Bay, and when he died, the rank ceased to exist.

Born on Dec. 26, 1837, in Montpelier, Vt., Dewey was graduated from the Naval Academy in 1858. He became a lieutenant in April 1861 and, during the Civil War, served aboard the side-wheeler *Mississippi* under Captain Melancton Smith. He later served aboard *Colorado*, as executive officer under Commodore Henry K. Thatcher. Soon after leaving *Colorado*, Dewey took part in the attacks on Fort Fisher in December 1864 and January 1865.

After that war, Dewey held various commands until in 1889 he became the chief of the Bureau of Equipment and Recruiting. In 1895, he became the president of Inspection and Survey and thus became familiar with the modern battleships of the Navy. Dewey soon began to feel that he could serve his country more if he were aboard ship and returned to sea duty as the commander of the Asiatic Squadron. It was while in Hong Kong that he received word of the outbreak of the Spanish-American War.

Dewey had the foresight to be prepared for such an event and had enough supplies and ammunition on hand, along with information on Philippine waters—particularly Manila Bay—to go into fast action.

With orders to capture or destroy Spanish vessels in Philippine waters, Dewey made a record run from Chinese waters and entered Manila Bay with his squadron, four cruisers and two gunboats, on May 1, 1898. Mines and shore batteries proved no problem. He and his men found the Spanish fleet at anchor at Cavite; at 5:30 a.m. Dewey spoke to Captain Charles V. Gridley of his flagship *Olympia* (C 6) the famous words "You may fire when you are ready, Gridley."



In a matter of hours, rapid, accurate gunfire sank or destroyed all 10 ships of the Spanish fleet. The Battle of Manila Bay was over. There was little damage to American vessels and only eight injuries to American seamen.

Dewey had demonstrated the readiness of the U.S. Navy and the superiority of its new ships, thereby earning respect for the nation and its position as a major Pacific power.

In reward for his heroic actions, Dewey was promoted to rear admiral

on May 10, 1898, and was formally commended by Congress. He remained in Manila for several months to protect the harbor, guard the land and meet with naval observers from other nations. Ten months later, he was made Admiral of the Navy and received special permission to remain on active duty even though he was 62 years of age.

In September 1899, George Dewey, Admiral of the Navy, returned home to a hero's welcome.

—By JO3 Joy Hill-Payne

British Pensacola Veterans Reunited

A happy, but much older, contingent of 60 British aviators made their second trek recently from the white cliffs of Dover to the white sands of Pensacola, Fla. This trip was a happy contrast from their 1941 trip.

Known as the British Pensacola Veterans, these men—in 1941—were a mix of Royal Air Force and Fleet Air Arm flight students and aircrewmembers.

Before the end of World War II, more than 4,000 British pilots and radiomen had visited Pensacola for training under a facet of the World War II Lend-Lease Program. Besides handing over 50 American destroyers in return for bases in the Caribbean, the pact also included pilot training for the Royal Air Force and Navy. The first group of British students arrived in Pensacola on July 24, 1941.

“Training in the United States was a

bit stiffer than in other countries,” said Fred Underhill, a former member of the 244th Liberator Squadron. “There was a higher elimination rate back then.

“People who were trained in the United States went to Canada and carried on in the Canadian flying program. There was little difference in the overall training, but the training at Pensacola was good.”

While in Pensacola, this second time around, the group attended the Navy’s Aviation Officer Candidate School pass-in-review and commissioning ceremony. They also attended several receptions and ceremonies—one by Rear Admiral Kenneth L. Shugart, Chief of Naval Education and Training, another by Vince Whibb, the mayor of Pensacola.

When the veterans paused to have a

picture taken in front of their wartime barracks (now CNET headquarters), some recalled Prime Minister Winston Churchill’s words: “I look forward confidently to the exploits of our fighter pilots, this brilliant youth—who will have the glory of saving their native land, their island home and all they love from the most deadly of all attacks.”

The British Pensacola Veterans were indeed England’s “brilliant youth” of 1940. And today’s survivors are a proud group.

*Story by JOI Dennis Everette
NAS Pensacola, Fla.*

The first group of British aviators to arrive in Pensacola, Fla., for training at the naval air station in 1941. Photo from NAS Pensacola, Fla., scrapbook.



Reunions

• **USS Somers (DD 381)**—Reunion April 1-3, 1983, in Arlington, Va. Contact William H. Kemper, 4802 De Russey Parkway, Chevy Chase, Md. 20815; telephone (301) 657-3248.

• **Guadalcanal Campaign Veterans**—Quad-state reunion April 15-17, 1983, in Michigan. The states of Indiana, Illinois and Wisconsin are especially invited as well as servicemen interested in the campaign. Contact Ted Blahnik, PO Box 181, Coloma, Mich. 49038.

• **USS Bryant (DD 665)**—Third annual reunion April 15-17, 1983, Jacksonville Beach, Fla., for crew members who served from 1943-46. Contact Everette P. Owens, 1241 Cape Charles Ave., Atlantic Beach, Fla. 32233.

• **USS Little (DD 803)**—Reunion April 29-May 1, 1983, in Dallas/Ft. Worth, Texas. Contact E.M. (Andy) Anderson, 8155 Santa Clara Drive, Dallas, Texas 75218; telephone (214) 321-9908.

• **USS Atlanta (CL 51)**—Reunion in the spring or fall of 1983. For more information, contact W.B. McKinney, 49 Newmarch, Ipswich, Mass. 01938 or Leighton Spadone, 15025 Vollmer Road, Colorado Springs, Colo. 80908.

• **Naval Reserve Officer Training Corps, Marquette University**—Reunion April 30, 1983, for graduates from the classes of 1943, 1953, 1963 and 1973. Contact Lieutenant Dennis L. Hopkins, NROTCU Marquette, 1532 W. Clybourn, Milwaukee, Wis. 53233; telephone (414) 224-7076.

• **Lighter-Than-Air**—Reunion May 4-6, 1983, Pensacola, Fla. Contact Captain M.H. Eppes, USN (Ret.), 3304 Spring Mill Circle, Sarasota, Fla. 33579; telephone (813) 922-6381.

• **USS Lexington (CV 2)**—Reunion May 11-14, 1983, in San Antonio, Texas. Contact L.A. Grissom, 8708 Longwood St., San Diego, Calif. 92126; telephone (714) 271-1454.

• **USS Ticonderoga (CV, CVA, CVS 14)**—Reunion for crew members and officers May 12-15, 1983, in San Antonio, Texas. Contact N. Frank Williams, 404 Corriga St., Brownwood, Texas 76801.

• **Marine Aviation**—Annual reunion May 14, 1983, MCAF Quantico, Va. for all naval aviators and aviation groundsmen who have served with Marine Air. Contact Mrs. Judy Skinner, MCAF Quantico, Va. 22134; telephone (703) 640-2442.

• **USS Niblack (DD 424) and Survivors of the USS Reuben James (DD 245)**—Reunion May 20-21, 1983, in Charlestown, S.C. Contact Charles D. Root Jr., 6601 Wissahickon Ave., Philadelphia, Pa. 19119; telephone (215) 438-5896.

• **USS Tangier (AV 8)**—Reunion May 26-28, 1983, in Tulsa, Okla. Contact Sher-

man M. Peters, 1548 E. 43rd St., Tulsa, Okla. 74105; telephone (918) 747-5499.

• **USS Rasher (SS 269)**—Reunion May 27-29, 1983, in Anaheim, Calif., for World War II shipmates. Contact Bill Norrington, 2882 Kempton Drive, Los Alamitos, Calif. 90720.

• **USS Cleveland (C 19), (CL 55), (APD 7)**—Reunion in June 1983. For more information, please contact L.J. Krystynak, 1213 Simpson Drive, Columbus, Ohio 43227.

• **SB2Cs - "For anyone who flew SB2C's anywhere"**—Reunion June 2, 1983, in Norfolk, Va., Holiday Scope, in connection with the Association of Naval Aviation Inc. (ANA's) annual symposium meeting June 2-4, 1983. Contact Commander James "Al" Chinn, 2558 Blaze Trail, Diamond Bar, Calif. 91765; telephone (714) 598-1762.

• **PBMs - "For anyone who flew PBMs anywhere"**—Reunion June 2, 1983, in Norfolk Va., Holiday Scope, held in connection with Association of Naval Aviation Inc. (ANA's) annual symposium meeting June 2-4, 1983. Contact: R.B. (Red) Stephens, 1705 Concord Drive, Charlottesville, Va. 22901, telephone (804) 293-7623; Dick Gingrich, 468 E. Baltimore, Greencastle, Pa. 17225, telephone (717) 597-8250; or Bob Smith, 6468 West 85 Place, Los Angeles, Calif. 90045, telephone (213) 645-1791.

• **VAP-62**—Reunion June 2-4, 1983, Norfolk, Va. for officer and enlisted shipmates. Contact H.C. Cyr, 8831 Commodore Drive, Norfolk, Va. 23503.

• **CAG-17 (1943-1945), VF-18 (1943)**—Reunion June 2-4, 1983, in Norfolk, Va., Holiday Scope, in connection with the Association of Naval Aviators Inc. (ANA's) annual symposium meeting. Contact Commander James "Al" Chinn, 2558 Blaze Trail, Diamond Bar, Calif. 91765; telephone (714) 598-1762.

• **Association of Naval Aviation (ANA)**—Annual National Convention June 2-5, 1983, in Norfolk, Va. Contact Commander Hector C. Cyr (Ret.) 8831 Commodore Drive, Norfolk, Va. 23503.

• **USS Holland (AS 3)**—Reunion June 9-12, 1983, in St. Louis, Mo. Contact Mr. H.R. Miller, Briarcliff No. 60, Spicewood, Texas 78669, or Ray Prinz, 810 Third St., White Hall, Pa. 18052.

• **USS Barnett (APA 5)**—Reunion June 10-11, 1983, in Denver Colo. Contact John E. Kolstad, 2213 Ming Ave., Bakersfield, Calif. 93304; telephone (805) 831-6038.

• **USS Abercrombie (DE 343)**—First reunion to be held June 15-17, 1983, in Nashville, Tenn. Contact Ed Stafford or Ray (Red) Shiel, 26 Whipple Ave., Cranston, R.I. 02920; telephone (401) 942-7997.

• **USS Chicago (CA 29, CA 136, CG**

11)—Reunion June 16-19, 1983, in Niagara Falls, N.Y. Contact Dr. Bill Molen, Box 274, Newman Grove, Neb. 68758 or Cliff Newton, 3275 Wildwood, Hamburg, N.Y. 14075.

• **Navy Patrol Bombing Squadron 117 (VPB 117), Liberators World War II**—Reunion June 16-19, 1983, New Orleans. Contact J.B. "Nick" Carter, 17 Athena Court, Little Rock, Ark. 72207.

• **Hurricane Hunters (VW 4, VJ 2, VP 23, VPHL 3, VPM 3, VPW 3 and VPB 114)**—Eighth annual reunion June 17-18, 1983, in Jacksonville, Fla. Contact Hurricane Hunters Reunion Committee, 2818 Cedarcrest Drive, Orange Park, Fla. 32073.

• **Diesel Fast Attack Submarines: USS Harder, USS Varter, USS Trigger, USS Trout, USS Tang, USS Gudgeon, USS Wahoo**—Reunion June 17-19, 1983, on board USS Yorktown in Mt. Pleasant, S.C. Contact Vincent G. Clifford, 1764 Lady Copper St., Charleston, S.C. 29412.

• **USS Yew (YN 32)**—Reunion June 19, 1983, in Bristol, Pa. Contact C.D. Theobald, Box 158 Route 1, Rock Hall, Md. 21661.

• **USS Sibley (APA 206)**—Reunion June 24-26, 1983, in Augusta, Ga. Contact Cliff H. McKie, 3725 Old Waynesboro Road, Augusta, Ga. 30906; telephone (404) 798-1589.

• **USS Miami (CL 89)**—Reunion June 24-26, 1983, in Lancaster, Pa. Contact Betty Richardson, 5507 Limeric Circle, Apt. 46, Wilmington Del. 19808; telephone (302) 366-1974.

• **USS Hornet Club**—35th reunion June 24-26, 1983, Groton, Conn. Contact Albert W. Masse, president, 464 Fairview Ave., Rehoboth, Mass. 02769; telephone (617) 252-4560.

• **USS Stephen Potter (DD 538)**—Shipmates interested in a reunion please contact Don Huston, 19202 20th N.W., Seattle Wash. 98177; telephone (206) 542-3495.

• **USS Foss (DE 59)**—Ex-crew members interested in a reunion, contact Robert F. Johnson, PO Box 1842, Spring Valley, Calif. 92077; telephone (714) 461-4470.

• **25th Naval Construction Battalion (World War II)**—Contact Alfred G. Don, 6204 Vicksburg Drive, Pensacola, Fla. 32503; telephone (904) 476-4113.

• **USS Pocomoke (AV 9)**—Future reunion. Contact E.R. Donlon, PO Box 12652, Norfolk, Va. 23502; telephone (804) 464-6135.

• **USS Twining (DD 540)**—Reunion for crew members who served aboard from 1943 through the Korean War. Contact Bruno Campagnari, RD 3, Dugan Road, Olean, N.Y. 14760; telephone (716) 372-1780.

Mail Buoy

Involvement Required

SIR: I've had the opportunity to read the excellent article entitled "It's No Laughing Matter," in your May 1982 issue. In a readable, entertaining manner, this article points out the serious consequences that await those who steal, waste or abuse Navy resources.

Please pass my congratulations to the authors, Joanne E. Dumene and James R. Giusti. Their plea for personal accountability is right on target. I also enjoyed the humorous illustrations by Michael D. Tuffli.

Fighting fraud, waste and abuse requires the active involvement of all elements of the Department of Defense. Thanks for doing your part.—Joseph H. Sherick, Assistant to the Secretary of Defense

Sailor of the Year

SIR: I must say thanks to JO2 Gary Hopkins for the fine article he wrote about the Sailors of the Year in the October issue of *All Hands*. Articles on the same subject have appeared in several other magazines and papers, but none were as well-written or as informative. The photo contained in the article turned out very nice also.—ACC(AW) Loren L. Stauffer

Many Helping Hands

SIR: Reading the November *All Hands*, I was disappointed with your article on MDSU-2. Three years ago, I was stationed on board USS *Edenton* (ATS 1) out of Little Creek, Va., which also assisted MDSU-2 on their salvage operations with the F-4 Phantom jet and the ex-USS *Ozark*.

Granted, the article featured MDSU-2, but you could have mentioned the following Navy ships whose crews spent their Thanksgiving dinner away from their families that particular year. If my memory serves me correctly, it was 1978. Those ships were: USS *Edenton* (ATS 1), USS *Paiute* (ATF 159) and USS *Papago* (ATF 160).—EN2 Gary C. Halco

• Please accept our apologies for not including the above ships in the MDSU-2 feature. It was an oversight.—ED.

Vassar College

SIR: Thank you very much for the feature article on Captain Grace Hopper in the September 1982 issue of *All Hands* magazine. Vassar College, however, is located in New York state, not in New Hampshire. Nevertheless, we are very pleased to see the story about Grace Hopper and have made the article available to students, faculty and administration at Vassar.—Maryann Bruno

• Our apologies to Vassar College; needless to say the slip was unintentional.—ED.

It's a '7'

SIR: I wish to note a small error in the November 1982 issue concerning the fine cover illustration. It is described as the *Alliance* commanded by John Paul Jones in an action during November 1799. Captain Jones was one of our finest naval leaders and an inspiration to all, but he would have outdone himself had he been guiding the *Alliance* in 1799, having passed on to his eternal rest in 1792. You have either pictured a true ghost ship or have an error in the date. Perhaps 1779?—Lt. Cmdr. Robert John White

• You're right. We didn't call on the services of John Paul Jones in 1799; we were caught—pure and simple—by a typo. The date should have been 1779.—ED.

Dense, Denser, Densest

SIR: This is one of several thousand letters you probably will receive about the statement on page 45 of the November 1982 issue: "Because water is 18 times denser than air..."

Water weighs in at 64 pounds per cubic foot (seawater). Air weighs in at 0.076 pounds per cubic foot (dry, at 71 degrees F.). The ratio of water to air is 842 times as dense as air. Walking around in 3 pounds per cubic foot air might be interesting for a few minutes but would soon become a drag.—Lt. Cmdr. P.F. Jacobs, CEC, USNA

• All Hands regrets the error and the fact that this one got by us. The thought of "several thousand letters" definitely deflates our ego.—ED.

The Wrong King

SIR: After having just spent an arduous deployment on board USS *John King* (DDG 3), which included participation in the PLO evacuation from Beirut, I was upset to see that you credited the USS *King* (DDG 41) for our efforts. See "Navy Ships on Special Escort Duty," November 1982.

USS *John King* (DDG 3) may be old, but she is still one of the hard chargers in the fleet, and I for one am proud to be a part of her crew.—ETC(SW) R.A. Stine

• All Hands regrets the error. Staffers are now aware that there's a difference in ships with similar names.—ED.

Furor Over Furer

SIR: I would like to correct an error in the "Currents" section of the November 1982 issue of *All Hands*. In your list of Sixth Fleet ships which participated in the evacuation of PLO combatants from Beirut, you omitted USS *Julius A. Furer* (FFG 6).

Furer has been in the Mediterranean since June, and most of that time has been spent operating off the coast of Lebanon. During August, *Furer*, together with USS *Vreeland* (FF 1068), escorted M/V *Nereus* from Beirut to Port Said, Egypt. *Furer* then returned to Beirut and picked up the West German hospital ship M/V *Flora*, which we escorted to Larnaca, Cyprus.

The uproar which this omission generated on board *Furer* certainly proved that your fine magazine is read by "all hands."—Cmdr. J.R. Stark, Commanding Officer

• We have egg on our face. Please accept our apologies.—ED.

SIR: I am on the guided missile frigate USS *Julius A. Furer* (FFG 6), and I would like to point out an error in your November 1982 issue. You had a small write-up of ships that participated in the evacuation of PLO, but you listed every ship but ours. Thank you.—GMM3 C.A. Hernandez.

• One thing's for sure—we know that the USS *Julius A. Furer* (FFG 6) really exists. We didn't mean to slight your ship—the error was unintentional and regrettable.—ED.

The Moral Man

Editor's Note: Extracts from a speech, "The Moral Man in the Modern Military," by Chief of Naval Operations Admiral James D. Watkins, delivered at Marymount College, Arlington, Va., in 1982. The condensation below was carried by The Reserve Officers Association's "Defense Perspective," in January 1983; the original speech appeared in the December 1982 issue of The Navy League's Sea Power magazine and has been reprinted in the Congressional Record.

Throughout human history, churches of all denominations have taught that war, and participation in war, can be justified under certain circumstances. In the presence of such circumstances—and defense against external aggression is certainly high on the list—a nation may legitimately engage in what philosophers and theologians have come to refer to as a "just war."

I do not think it necessary to elaborate on the "just war" philosophy, but I do think it might be useful, at a time when the moral aspects of war, preparedness and deterrence are prominent on the national agenda, to share with my fellow citizens some of what a Christian military leader considers as he approaches God and obligations to his country—as a moral man tries to apply in his everyday life the doctrine of what is just and proper.

Let me begin with a fundamental statement which, I hope and sincerely believe, applies to me as Chief of Naval Operations and to all of my colleagues and associates, in uniform and out, entrusted with the day-to-day management of our nation's naval and military forces: I am a moral man. I am constantly making choices, every day of my life—choices between good and evil. Sometimes I must, in the constant battery of choices facing me, choose between one "good" and another "good," or perhaps "greater good" and a "lesser good," or even, perhaps, between two apparent evils.

But that is, of course, a part of life. We all do that every day; everyone endowed by the Creator with a soul and a conscience, and that means all of us, is obliged to make such choices.

What separates the moral person from the rest is that the moral person makes those decisions based on his or her conscience.

Let's consider that statement in a bit more detail. To understand morality, we must acknowledge the existence in the world of both good and evil. Often, however, it is difficult to recognize and differentiate the one from the other. To take but one example: I myself happen to see the Navy's new *Trident* ballistic missile submarine, *USS Ohio*, as a relative "good" in the difficult context of today's superpower world because it deters ideological adventurism and helps guarantee the religious and other freedoms we and our allies now enjoy...

There are others, I regret to say, who sincerely and honestly see *USS Ohio* as an "evil." They see it as an instrument of destruction quite apart from its deterrent role in our national strategy.

What we have here, of course, is a contemporary and agonizing example of David Berlo's classic statement that "meanings are in people." The stimulus for both points of view is the same. So who is right?

Fundamentally, at the personal level, both points of view are "right," in the sense of being morally acceptable. This is so because at the personal level meanings are subjective—as individuals we "own" the meanings and, rightly or wrongly, endow them with our own individual values, useful or dysfunctional, for better or for worse....

I would like to believe that all of us—individually as human beings and collectively as nations—want to coexist in peaceful cooperation, but my wanting to believe this does not and will not make it so. To act in accordance with my personal desires would be, in this case, extremely unrealistic and, I sincerely believe, immoral. If I am to be a guardian of the common good, a position which imposes on me some very serious moral obligations, I must deal with reality as I know it.

The church I grew up in and whose tenets I believe in does not require pacifism. Like other moral persons of many other faiths, religions and personal credos—but all sharing and subscribing to the same moral philosophy, the same code of ethics, the same ideas of what is "good" and what is "evil"—I hope, pray and work for a peaceful world.

But—it is worth repeating—that world is not the world we live in today. It is for that reason that we cannot, as moral human beings, ask the lamb to lie down with the lion. And we cannot beat our swords into plowshares when others are doing precisely the opposite.

